

# ICAO EUR NAT DGCA

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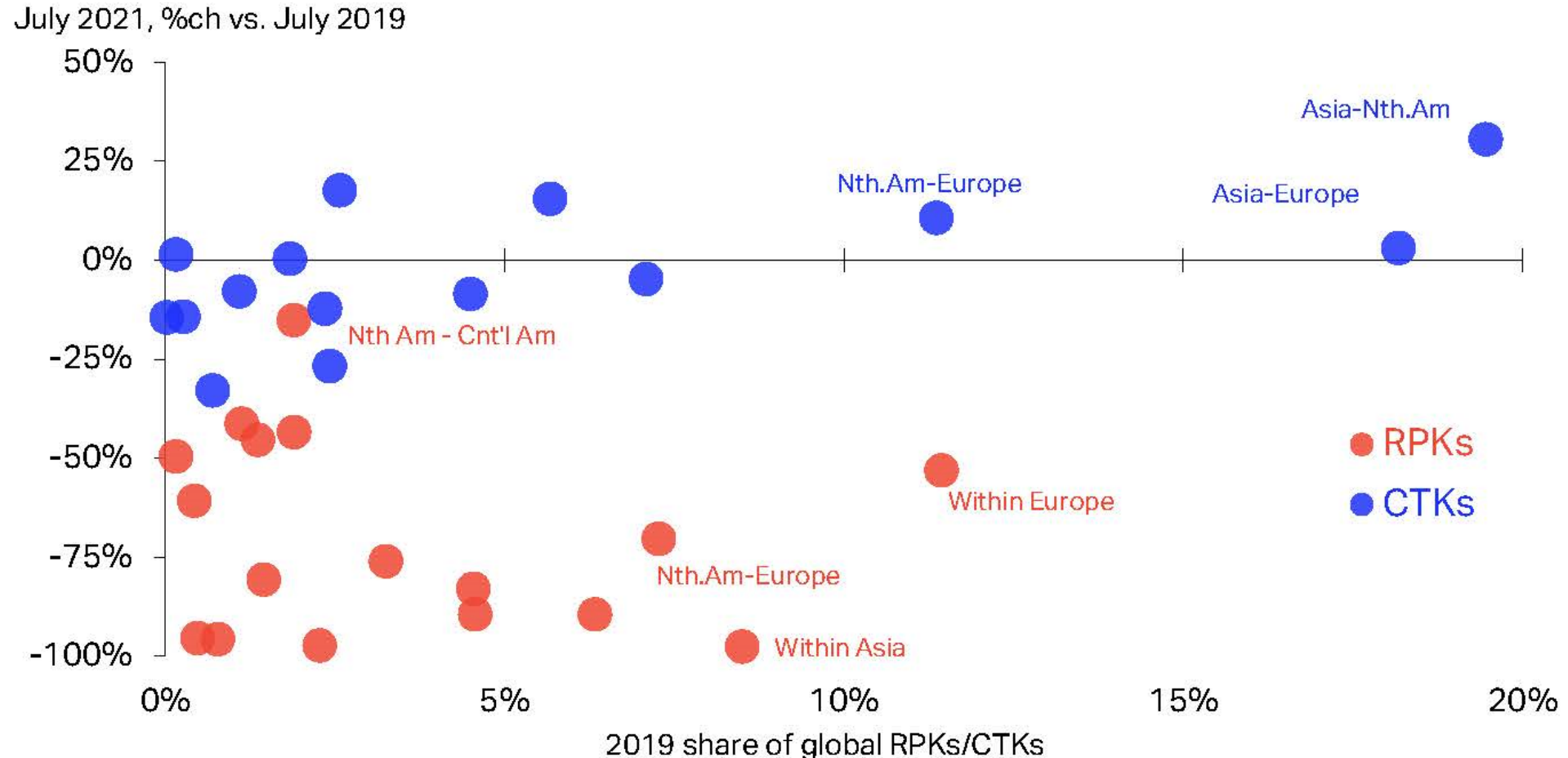
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# International pax traffic remains weak while cargo is robust

## RPK & CTK growth on int'l routes (segment-based)

July 2021, %ch vs. July 2019



Source: IATA Economics using IATA Monthly statistics

# EUR Region Crisis Events

## Recent most impactful crisis (impact on aircraft, airspace, aerodrome)

- Pandemic (e.g. COVID - ongoing) // Reduction or stop of civil air traffic following an outbreak of a communicable disease.
- Volcanic ash (e.g. Eyjafjallajokull - 2010) // Reduction or stop of civil air traffic following ash contamination.
- Security
  - Cyber (EACCC exercise - 2013) // Reduction or stop of civil air traffic following a compromise of information/ functions/infrastructure.
  - Incidents & conflict zones (e.g. Ukraine – 2014, Brussels - 2016) // Reduction or stop of civil air traffic following an unsafe situation on the ground and/or in the air.

# Issues

- COVID // Fragmented actions by States with complex patchwork of border restrictions/health measures. Lack of effective coordination at national level (aviation/public health), at international level (among states), and between public and private sectors. Lack of effective NOTAMs in terms of content, timeliness, harmonization. Shutdown of passenger air transport. Very long recovery time.
- Eyjafjallajokull // Lack of confidence (by states) in tools and procedures. Lack of aviation crisis coordination. Lack of global harmonization of procedures. Overload by (fragmented) information (NOTAMs). Closure of airspace resulting in grounding of air traffic. Long recovery time.
- Cyber (EACCC exercise – 2013) // High risk of significant impact. Lack of operational communication lines between aviation and security expert organizations (ENISA, EUROPOL, CERTs). Airline business continuity at risk. Potentially long recovery time.
- Incidents & conflict zones (various events) // Lack of effective information sharing (NOTAMs) in terms of content and timeliness (politics). Airline business continuity and flight safety at risk.

# Commonalities – Lessons learned

- Following start of a crisis, immediate sharing of factual and guidance (outlook) information for maintaining business continuity is required.
- Local/national/international politics must not interfere with factual and timely information.
- Contacts between aviation and expert groups/organizations for different types of crises must be readily available.
- Confidence must be established in crisis management procedures/tools through testing/exercising (taking also public perception into account).
- Cross-border coordination must enable harmonization of procedures/measures.
- Crisis management work done after major 2010 volcano eruption (SRA methodology approach, merged ICAO EUR/NAT VACP, annual exercises) proves that an unnecessary shutdown of air transport can be prevented and that the impact of a crisis can be limited.

# The way forward - Resilience

How to make the system work in a degraded mode instead of shutting it down ?

## Suggested actions

- Establish a technical/political (European) crisis coordination cell that can deal with all types of crises affecting aviation
- Establish state focal contacts at the appropriate level and with the appropriate authority for coordination with the cell in crisis
- Establish harmonized procedures/scripts for the handling of different types of aviation crises
- Exercise procedures/scripts for readily available use in crises
- Maintain a network of contacts with relevant expert groups/organizations for the different types of crises
- Allow airlines to perform their own risk assessments and take appropriate safety decisions.



Thank you

