



# RASG-PA SAFETY ADVISORY-6

**June  
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**Regional Aviation Safety Group-Pan America (RASG-PA)**

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## **Industry Recovery from the COVID-19 Crisis – Key Safety Areas to Watch**

### **1. Introduction**

1.1 The Regional Aviation Safety Group — Pan America (RASG-PA) is committed to promoting a collaborative approach to address key safety issues in the Pan American Region by means of a data-driven approach, involving all aviation stakeholders from industry and government.

1.2 As the world is on the verge to recover from the profound impacts of the new coronavirus pandemic (COVID-19), RASG-PA has evaluated several key safety areas to closely monitor during the increase in traffic that is expected in the coming months.

1.3 Therefore, as data and information are being collected to monitor such areas, the Group has devised this document to call the attention of all stakeholders in the region to monitor carefully those areas which will be further challenged during this period. This way our aviation community can implement additional safety measures as needed to ensure the level of safety we have achieved.

### **2. RASG-PA Safety Areas to Monitor during recovery**

2.1 RASG-PA has performed an update to its strategy through an analysis of the aviation safety risk areas based on Pan American regional data. As a result, the group has established a project-based working plan in the following arrangement:

- High-Risk Categories (HRC), which include areas of known or otherwise measured safety

levels:

- Runway Safety (RS)
  - Controlled Flight Into Terrain (CFIT)
  - Loss of Control In-Flight (LOC-I)
  - Mid Air Collision (MAC)
- Additional Risk Categories (ARC), for which the group is developing new and specific Safety Enhancement Initiatives:
  - Post Go-Around
  - Aircraft Misconfigurations
  - Surface Misalignments
  - Severe Weather.

2.2 During such discussions, the Pan-American Regional Aviation Safety Team (PA-RAST) implemented a scenario identification process, through which the team was able to select key areas of attention, from an aviation safety perspective, that will be highly stressed during the recovery period from the COVID-19 pandemic. The following list contains the risk areas to which safety issues may become more prevalent:

- Dispatched aircraft load factor and aircraft final configuration:
  - Safety issues arising from different average load of aircraft, the resulting aircraft performance and proper configuration for take-off and landing.
- Level busts, Large Height Deviations (LHD) and other issues related to aircraft performance:
  - As the average performance of aircraft may change in this period (due to low weight / high performance), crews and controllers may have to adjust criteria accordingly.
  - Human factors (such as fatigue management, rest time and the stress from contagion prevention measures) can play a factor in such occurrences.

2.3 On the other hand, the PA-RAST has also identified other key areas as potential hazard sources, to which many stakeholders have already prepared guidance material or are actively being monitored. Therefore, the RASG-PA recommends that all aviation stakeholders in the region should take these into account for their safety assessments during the recovery period:

- Aviation professionals (airmen, ATCO, repairmen, ramp and catering, etc.):
  - Pilot Proficiency - flight training, recent flight experience
  - Standard Procedures (SOP, etc.) adherence and compatibility with exemptions and temporary measures
  - Human Factors (Fatigue Risk Management) - reduced performance of staff, duty time adaptation, staff support and mental health state
- Airlines:
  - Timely and coordinated SOP modifications
  - Pilot Proficiency - flight training, recent flight experience
  - Assessment of non-standard configuration (aircraft load, displaced thresholds, etc.)

- Maintenance & Engineering:
  - Fleet Management
    - Fleet parking
    - Returning aircraft to airworthy condition
  - Maintenance programs
- ANSP:
  - Non-standard aircraft performance
  - Attention and duty time protocols for controllers
  - Traffic Management
  - Timely Availability of NOTAMs
- CAAs DGAC:
  - Temporal exemptions during the crisis
  - Compatible oversight of the aviation system (targeted/remote assessments)
  - Organizational changes (financial stress, mergers, etc.)
  - Timely and coordinated SOP modifications (significant changes to nature of operations, subcontracting / outsourcing, etc.)
- Infrastructure:
  - Excessive number of non-standard configuration (displaced thresholds, etc.)
  - Aircraft parking and ground occurrences

2.4 Additional information can be either provided by the PA-RAST or directly found in public websites:

- ACI and IATA: [Safely Restarting Aviation - ACI and IATA Joint Approach](#)
- ACSA: [Letters to States and Guidance Materials](#)
- Airbus: [First Magazine 2020 Edition](#)
- CANSO: [Ensuring continuity of ATS service globally provides essential guidance for the ATM industry on navigating the global COVID-19 pandemic](#)
- CADENA: [COVID-19 Limitations by ANSP](#)
- Flight Safety Foundation: [COVID-19 Crisis Resources](#)
- IATA: [Guidance for Managing Pilot and Licensing During COVID-19 Operations](#)
- IATA: [ATO-AOC Partnership including instructor provisioning white paper](#)
- ICAO: [DOC 10144 Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19](#)
- ICAO: [Council's Aviation Recovery Task Force \(CART\)](#)
- ICAO NACC: [COVID-19 Situation in the NAM/CAR region](#)
- ICAO SAM: [SAM Regional Aviation and COVID-19](#)
- IFALPA: [COVID-19 Resources](#)
- SRVSOP: [COVID-19 Guidance](#)
- US-CAST: A Reference List of Safety Elements to Monitor During a Period of Dynamic Change

### **3. Final remarks**

3.1 Any Organization that implements a Flight Data Monitoring / Flight Data Analysis Program (FDM or FDAP) should be aware of the impact of the current scenario on the data parameters collected. RASG-PA can provide specific guidance for the collection of the adequate parameters and thresholds. It is also recommended to take the opportunity to seek implementation or enhancement of a non-punitive reporting perspective in the FDM/FDAP processes.

3.2 RASG-PA therefore encourages the sharing of any information produced by such programs (either public, restricted or in aggregate/de-identified form of data, etc.), through the data-driven process of the PA-RAST, by all regional organizations interested in collaborating in safety enhancements to the Pan American Region. The RASG-PA will seek to monitor, to the extent possible, any indicators related to the above list of safety areas.

3.3 To request any additional information, please contact the RASG-PA by email ([rasg-pa@icao.int](mailto:rasg-pa@icao.int)) or visit the RASG-PA website at <http://www.icao.int/RASGPA/Pages/default.aspx>.

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