

**Thirty Forth Regional Aviation Safety Team – Pan America
Executive Steering Committee Meeting (RASG-PA ESC/34)
Teleconference**

Summary of Discussions

Date	28 and 29 May 2020
Location	Teleconference
Meeting Opening	<p>The Meeting was attended by 44 participants from 13 States and 11 International Organizations and industry (Appendix A refers).</p> <p>Fabio Rabbani, Regional Director of the SAM Regional Office welcomed the participants to the meeting and highlighted the importance of moving forward the agenda items, specially the approval of the new handbook, in order for the group to be ready to face the challenges that the restart of the operations in the Region is going to bring.</p> <p>Mr. Wagner de Souza, from ANAC Brazil, Co-Chairperson representing States, and Mr. Javier Vanegas, from CANSO, Co-Chairperson representing the Industry and International Organizations, mentioned the importance of this teleconference to solve some relevant issues that the group has been discussing during the last meetings. It was also noted the high number of participants. Both Co-Chairperons moderated the discussions.</p> <p>Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Javier Puente, Safety Implementation Regional Officer of the SAM Regional Office.</p>
Discussion Items	<p>Approval of the Provisional Agenda (WP/01)</p> <p>Under WP/01 the Meeting approved the agenda and tentative work programme for the Meeting.</p>
Agenda Item 1:	<p>Items related to RASG-PA's internal operation</p> <p>Approval of the RASG-PA Handbook (WP/03)</p> <p>1.1 Under WP/03 the Secretariat presented the new edition if the RASG-PA Handbook for considerations of the Steering Committee. Canada commented that they had some minor observations to the document, and that would be presented to the Secretariat.</p> <p>1.2 Comments were made regarding the role of the Safety Monitoring and Reporting Team (SMRT) which will takeover the responsibilities of the Aviation Safety Report Team (ASRT). The Secretariat explained that the number of participants on the ASRT has been continuously decreasing over the last years, and that the result has been constant delays in the publication of the reports. This situation was identified as an opportunity to get more active participation from the States in the RASG-PA, and to give a more dynamic nature to the activities of the ASRT.</p> <p>1.3 The Secretariat also clarified that there are not conflicting roles between the PA-RAST and SMRT, since the latter is only taking over the responsibilities of the ASRT but with a greater frequency and visibility. It also noted that this opportunity to bring more States into the activities of the group, could also be use to strengthen the PA-RAST in the future. It was mentioned that the SMRT will keep track and report based</p>

on the Safety Performance Indicators (SPIs) determined by the RASG-PA and the ICAO Regional Offices, and will not develop their own set of indicators.

1.4 Some participants indicated that it would be appropriate to review the content of the manual on last time. The Co-Chairs agreed to the request, and asked the Secretariat to re-distribute the Handbook to the members, and collect comments until June 1, 2020. Once the comments are considered, an updated version of the Handbook will be sent to the ESC for endorsement, and finally to the RASG-PA members for approval. Both the endorsement and approval will be carried out using the fast-track process.

1.5 It was also noted that once the Handbook is approved, there will be a need to update the contents of the RASG-PA webpage to reflect the changes and the new information. ANAC Brazil offered to support the website update activities.

DECISION		RASG-PA Handbook	
RASG-PA ESC/34/D1			
What:		Expected impact:	
The Secretariat will distribute the proposed RASG-PA Handbook and collect comments until June 1, 2020. A revised version will be sent for ESC, via the fast track procedure, for endorsement on June 5, 2020.		<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why:		To ensure members agreement with the contents of the RASG-PA Handbook.	
When:	Immediately	Status:	Valid
Who:	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)	Javier Puente	

Agenda Item 2:

Safety management process within RASG-PA

Status of PA-RAST Projects

2.1 The PA-RAST presented a summary of the PA-RAST 39 and 40 meetings. The team offered an overview of its activities related to High Risk Categories (HRC) and to Additional Risk Categories (ARC). It also provided an updated status of its work program and future meeting schedule.

2.2 A detailed briefing of each HRC and ARC project was provided to the meeting. A copy of the presentation is attached as **Appendix B** to this report.

2.3 The team indicated that, according to the data, current top priorities are Controlled Flight into Terrain (CFIT) and Loss of Control In-Flight (LOC-I), followed by Runway Excursions (RE) and Mid-Air Collisions (MAC).

2.4 Flight Safety Foundation suggested that PA-RAST consider targets related to no-fatality accidents.

2.5 PA-RAST requested the endorsement from the ESC for the development of a new RASG-PA Target for the next period (9-10 years), based on the fatality risk index, to be considered at the next ESC Meeting. The participants agreed on the request.

2.6 The team asked the meeting to support the development of a RASG-PA Safety Advisory regarding recommendations for the industry recovery from COVID-19 scenario. The ESC endorsed the request, and asked a draft of the Advisory to be available at or before June 5, 2020.

DECISION Fatality Risk Index Target	
RASG-PA ESC/34/D2	
What: The PA-RAST will determine a new Fatality Risk Index Target for the next 10 year period.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.
Why: To update the target value	
When: Before ESC/35	Status: Valid
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochair <input type="checkbox"/> ICAO SAM Office (Secretariat)	Daniel Soares Santiago Saltos

DECISION COVID-19 Safety Advisory	
RASG-PA ESC/34/D3	
What: The PA-RAST will develop a RASG-PA Safety Advisory with informations about COVID-19, to include the areas the RASG-PA calls the attention of States during the industry recovery phase (training+ops, infrastructure, ANSP and DGAC); areas the PA-RAST will support monitor; and availability (on demand, website, etc.) of guidance material to support States.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.
Why: To spread the word on COVID-19 related safety recommended actions	
When: Before ESC/35	Status: Valid
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> PA-RAST Cochair <input type="checkbox"/> ICAO SAM Office (Secretariat)	Daniel Soares Santiago Saltos

Status of PBN and FDAP Projects (IP/01)

2.7 The Secretariat provided an update on the status of the PBN and FDAP Projects. Regarding the FDAP Project, it was informed that the proposal was reviewed by the Flight Recorder Specific Working Group (FLIRECSWG) of the Flight Operations Panel (FLTOPSP), which recommended that retrofitting of equipment is not advisable, and that the proposed threshold should be raised between 10 000 kg and 15 000 kg MCTOM. These recommendations will be forwarded by the FLIRECSWG to the next FLSOPSP meeting in the second semester of 2020.

2.8 In relation to the PBN Project, it was informed that Aerocivil from Colombia already developed the PBN procedure for Guapi airport, but that the coding of the procedure as well as the flight simulator and the in-flight validation are still pending due to the COVID-19 restrictions. It is expected to continue with the project activities in the last week of June, if conditions permit. Flight data analysis, as part of the project, will still take place by ATR. Once this first pilot project is completed, a document containing a cost-benefit study will be produced and distributed in such a way as to encourage other States to implement similar solutions. Colombia and Brazil are committed to implement PBN into, at least, 4 airports each. ICAO NACC Regional Office also manifested their interest replicate the project .

Annual Safety Report (WP/04)

2.9 The Secretariat presented the Ninth Edition of the RASG-PA Annual Safety Report for review and endorsement. It briefly explained the difficulties that the Aviation Safety Report Team was facing during the last couple of years, and that the SMRT would be a great opportunity to streamline the responsibilities of this team.

2.10 The meeting agreed to review the document within the next two weeks, and provide comments, is appropriate, before its endorsement by the ESC and final approval by the RASG-PA.

DECISION		Annual Safety Report	
RASG-PA ESC/34/D4			
What:		Expected impact:	
The Secretariat will distribute the proposed Annual Safety Report and collect comments until June 12, 2020. A revised version will be sent for ESC, via the fast track procedure, for endorsement.		<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why:		To ensure members agreement with the contents of the ASR.	
When:	Immediately	Status:	Valid
Who:	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)	Javier Puente	

GREPECAS & RASG-PA Coordination (WP/05)

2.11 WP/05 related to the importance of strategic coordination of GREPECAS and RASG-PA in regional Projects regarding GANP and GASP implementation. The paper presented common activities between the groups, and offered insight for some additional opportunities for improvement.

2.12 It was highlighted that whenever a new initiative is identified, and to coordinate or initiate a project, consider firstly that this must be based on evidence (data) duly validated and preferably by two or more sources and define if it corresponds to RASG-PA or to GREPECAS in order to enhance the the effectiveness of the work of each regional groups.

2.13 Likewise for enhancing more this coordination, it was welcome the proposal as detailed in seccion 3 of WP/05, including to designate coordination focal points from each Regional group that participate in both regional groups in order to provide a follow-up of issues.

2.14 It was informed that the GREPECAS is implementing a Data Analysis Group, to deal with focus in Efficiency and Capacity, do provide additional data-driven perspective. It was clarified that no duplication of efforts nor conflict of interest with the PA-RAST would arise, since the new GREPECAS team would not deal Safety data or analysis, but that the close collaboration of both teams was going to be crucial.

2.15 It was mentioned that this new team should observe data confidentiality agreements, and take into consideration lessons nearned from the PA-RAST in the process of sharing and protecting sensitive data.

2.16 The meeting welcomed the creation of the new team, supported the Working Paper, and keep looking for a coordination with GREPECAS, since it is a good

opportunity to implement solutions, establish mechanisms / structures and integrate efforts to support each other.

Agenda Item 3:

Other business

IP02: Financial Status of RASG-PA

3.1 The Secretariat presented the updated financial status of RASG-PA. Contributors to the group manifested that even under the current situation created by COVID-19, they are fully committed to the RASG-PA and will continue providing financial support.

3.2 It was mentioned that although there is no doubt about transparency in the group's resources, the group may benefit from some major guidelines regarding the use of the budget.

3.3 Comments were made about the largest portion of the budget being used to cover travel expenses for meetings, and that it would be a good opportunity to revise how the group plans to use the next years budget. The Secretariat clarified, however, that important projects such as Upset Prevention and Recovery Training (UPRT) and Flight Data Monitoring Program (FDAP) were financed with RASG-PA resources, but also recognised that under the current work structure of the group, most resources are used for travel.

3.4 The Secretariat recalled that for the last couple of years it has been trying to shift the meeting based approach into a deliverable-focused and project based approach, and trying to rationalize participation in meetings and travel, but that this approach was questioned; and mentioned that this COVID-19 situation represents a great opportunity to evaluate the way forward.

3.5 The meeting agreed on the need to define some guidelines for the most efficient use of the groups budget. The Co-chairs announce they will meet with NAAC and SAM ICAO Offices to create a business plan on the use of the financial resources.

DECISION		RASG-PA Budget Business Plan	
RASG-PA ESC/34/D5			
What:	The Secretariat organize a virtual meeting with the RASG-PA Co-chairs and the NACC and SAM Offices for the discussion and development of a Business Plan on the use of RASG-PA resources, for its consideration during ESC/35.	Expected impact:	<input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.
Why:	To develop guidelines for the use of RASG-PA resources		
When:	Before ESC/35	Status:	Valid
Who:	<input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Cochairs <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)	Javier Puente	

PPT02: CAST Presentation

3.6 The US Commercial Aviation Safety Team (CAST) presented a reference list of safety elements to monitor during a period of dynamic change. The reference list can be leveraged to evaluate an organization's current focus areas to help identify potential gaps, or areas of collaboration to enable sharing of concerns, findings, and

best practices. This document is organized by domain to allow for an organization to incorporate it into their processes.

3.7 The document was recognized by the meeting as a very valuable tool, specially under current circumstances. The CAST mentioned that it already provided a copy to the PA-RAST which is working in the best way to ensure that this information reached the RASG-PA States.

**Thirty Forth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/34)**

Lima, Peru 28 & 29 May 2020

LIST OF PARTICIPANTS

ARGENTINA

1. Paolo Marino

BARBADOS

2. Gail Clarke

BRAZIL

3. Wagner de Souza

4. Daniel Soares

CANADA

5. Andrew Larsen

CHILE

6. Jorge Esteban Forero Martinez

7. Maria Gabriela Quiero

8. Pedro Larrañaga

COLOMBIA

9. Luis Alberto Valencia

10. Freddy Celis

11. Maria Camila Diaz

CANSO

12. Javier Vanegas

COSTA RICA

13. Marco Lopez

DOMINICAN REPUBLIC

14. Juan C. Thomas

GUYANA

15. Christopher Kirkcaldy

MONTSERRAT

16. Joseph Irish

TRINIDAD & TOBAGO

17. Francis Regis

UNITED STATES

18. Nicholas Reyes

19. Carl Johnson

20. Michelle Westover

21. Warren Randolph

ACI - LAC

22. Maria Elena Sandoval

AIRBUS

23. David Zweger

24. Santiago Saltos

ALTA

25. Virginio Corrieri

ATR

26. Geraud de Rivals Mazers

ASSI – UK

27. Bruce D’Ancey

28. Tommy Brown

BOEING

29. Donald Hallock

CANSO

30. Javier Vanegas

31. Franklin Hoyer

EMBRAER

32. Fabio Catani

FLIGHT SAFETY FOUNDATION

33. Mark Millam

IATA

34. Jose Antonio Ruiz

35. Gabriel Acosta

36. Floyd Abang

IFALPA

37. Diana Martinez

ICAO NACC

38. Melvin Citron

39. Julio Siu

40. Ruben Martinez Lino

OACI SAM

41. Fabio Rabbani

42. Oscar Quesada

43. Javier Puente

44. Murillo Boery

PA-RAST/39-40

Miami, 11-13 JAN 2020
Teleconferences, 12, 19 and 23 MAY 2020

Meetings summaries for the ESC/34



PA-RAST/39 Meeting Summary

- A. Data update - up to 2019
- B. Team updates:
 - 1. CFIT
 - 2. LOC-I
 - 3. RE/RI
 - 4. MAC
- C. Other:
 - 1. Language Proficiency Challenges
 - 2. Shimmy Events
- D. Review of PA-RAST Administrative Pending Items

PA-RAST/40 Meeting Summary

- A. Short discussion on projects (HRC, ARC)
 - A. Project design
 - B. CST approach / RASG-PA individual approach to hot spots
- B. Safety perspective on the post-COVID-19 scenario recovery
 - A. Areas to watch in the region
 - B. RASG-PA Safety Advisory possibilities
- C. Review of PA-RAST Administrative Pending Items
 - A. Priorities
 - B. Teleconferencing schedule
 - C. PA-RAST material

PA-RAST Safety Enhancements Working Plan

High Risk Categories (HRC)

- CFIT
- LOC-I
- Runway Safety
- MAC

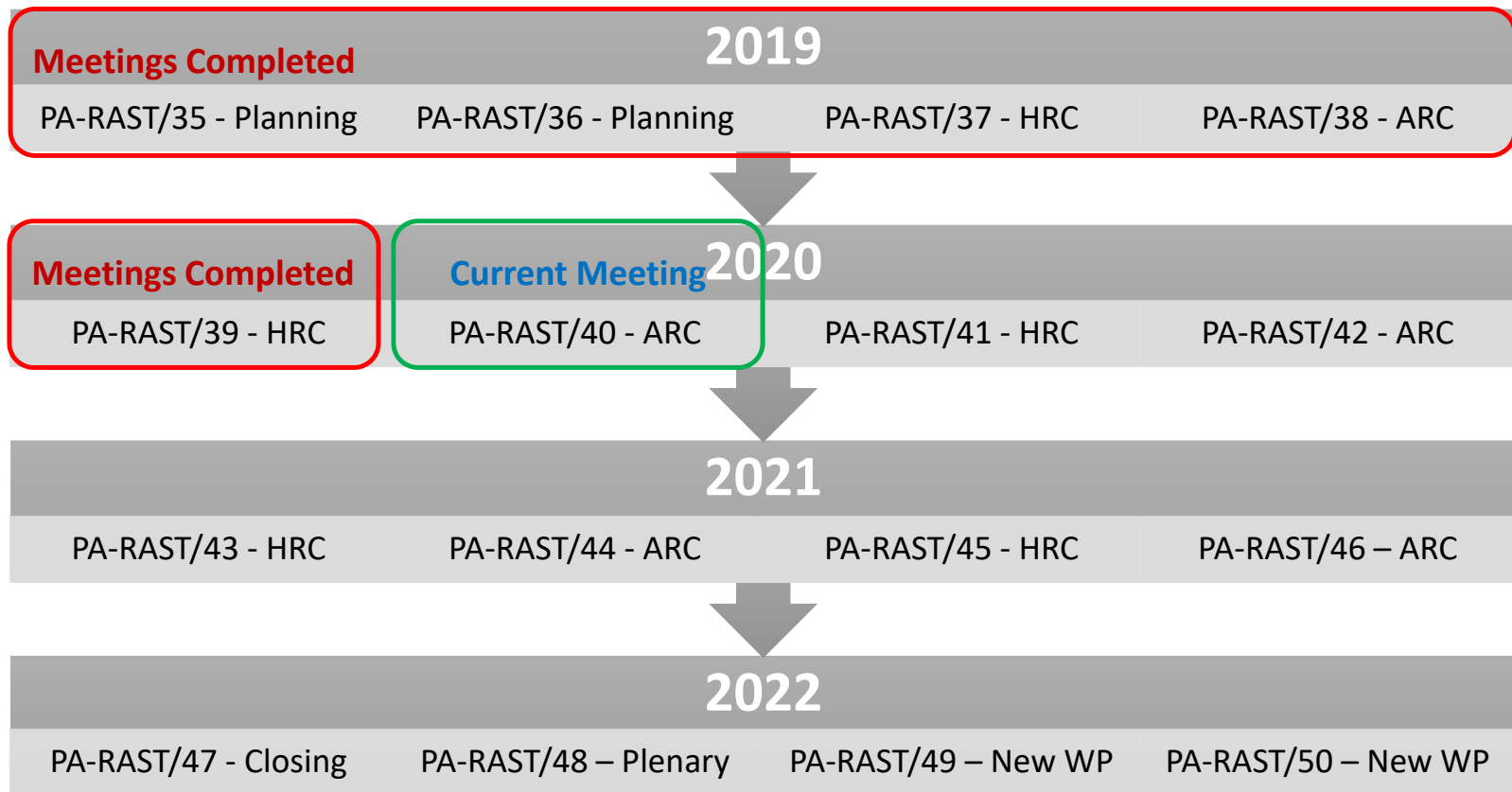
Known risks:
Continuous
monitoring

Additional Operational Risk Categories (ARC)

- Misconfigurations
- Go Arouns
- Surface misalignments
- Unexpected/Severe Weather

Unknown risks:
New studies and
developments

Working plan status



The PA-RAST scope of activities:

High Risk Categories (HRC)

- Develop **projects** to deliver:
 - Hot-spots Standard Definition and Prioritization (for each HRC)
 - PA-RAST Definition for HRC SPI Targets and Response Plans
- Apply the PA-RAST **process** to:
 - Monitor HRC SPI Trends
 - Update risk profiles (SPI Targets)
 - Update on current hot-spots

Additional Operational Risk Categories (ARC)

- Develop **projects** to:
 - Collect relevant data
 - Define safety indicators
 - Identify patterns, trends or current status of risk
 - Evaluate scenarios with different severity levels

Detailed Implementation Plans (DIP) strategies

Approach 1

When there is a CST to work locally on a safety issue

- PA-RAST communicates directly with the CST for reporting progress and support
- CST representative attends PA-RAST meetings or interacts on a regular basis

Approach 2

When no CST is structured or reachable

- RASG-PA ESC to determine the strategy with local stakeholders for communication
- PA-RAST resources can be employed to foster implementation

RASG-PA Current Objective

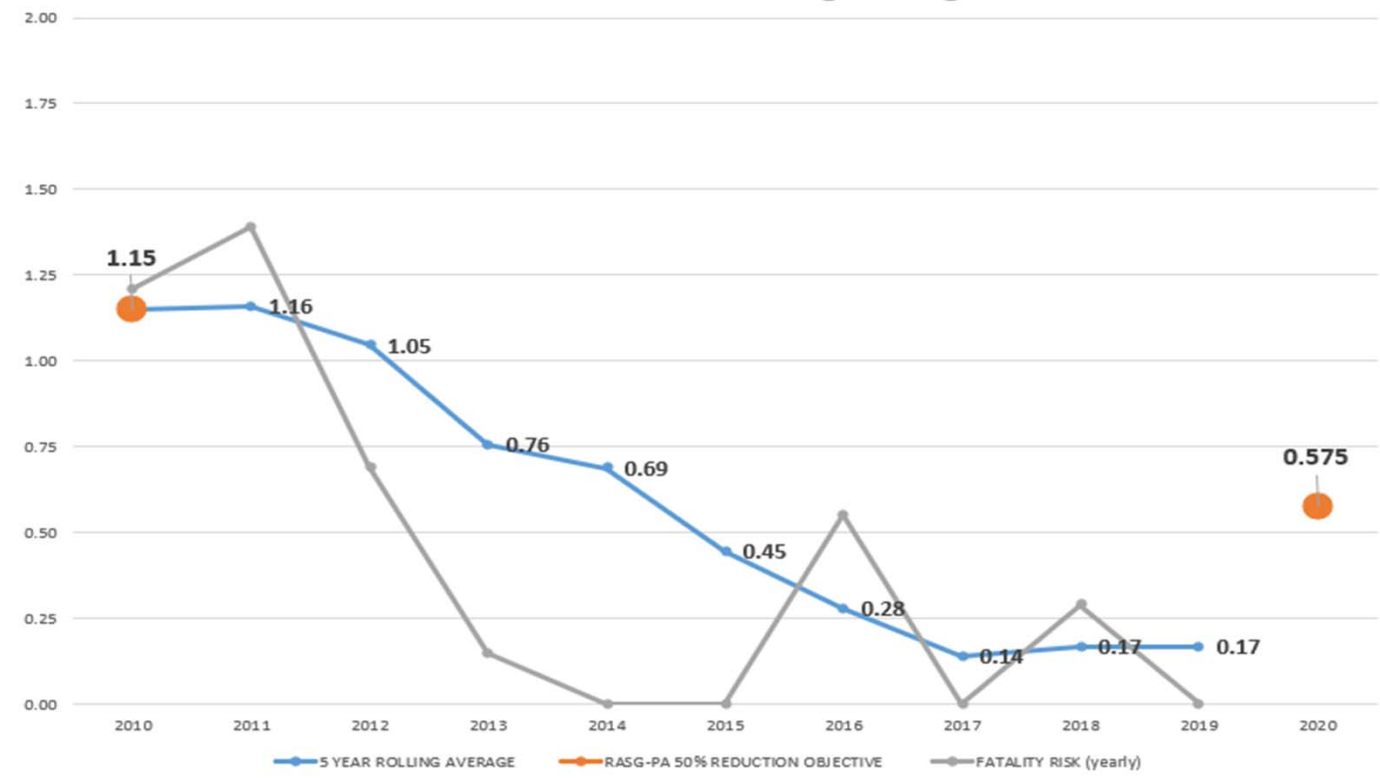
- Accomplished:

- Reduce fatality risk for part 121 operators by 50% by 2020 based on 2010 numbers

- Challenge:

- How to define a new target, with a trend that shows a bottom-line? (for the next 10 years or so)
- Target for the Pan-American Region as a whole

LATAM/CAR Fatality Risk per Million Flights
5 Year Rolling Average

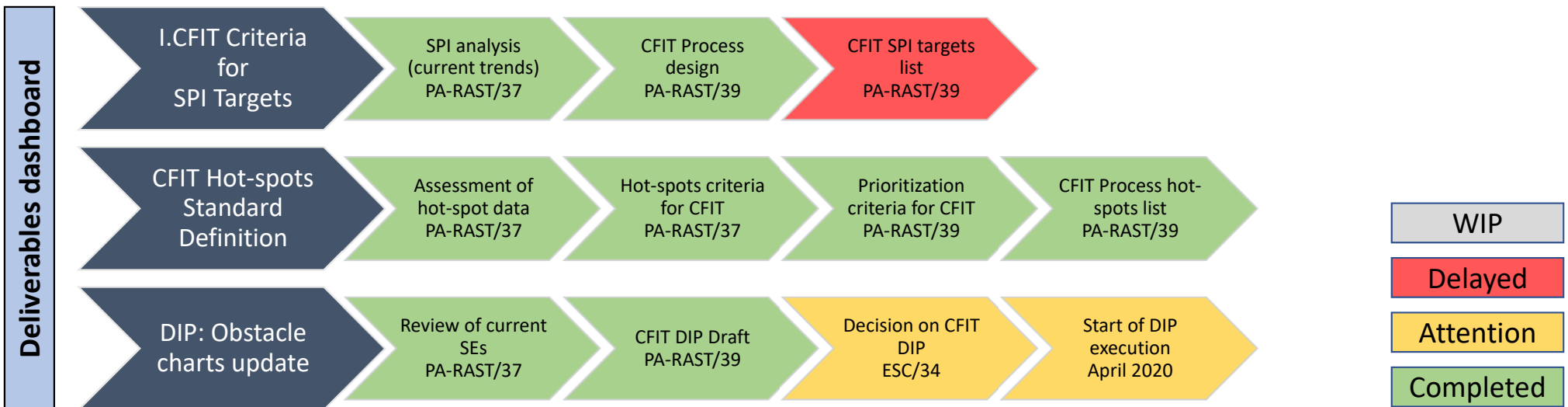


Data updates – PA-RAST meeting notes

- Data have been at historical low levels (Fatalities and HRC main indicators)
- Fatality risk trend is at a “minimum range”. The PA-RAST is discussing the RASG-PA Main Target for the next period considering ranges, in line with the “decision-making criteria” (also WIP):
 1. If the SPI trend show an upward tendency
Immediate action proposed to the ESC (development of RSA)
 2. If the SPI trend shows downward tendency
A change of behavior (either stable or upward) will trigger specific action (DIP + RSA)
 3. If the SPI trend shows erratic behavior
Number of occurrences reaches the highest value of the last 3 years (development of RSA)
 4. Otherwise, the Team will keep monitoring

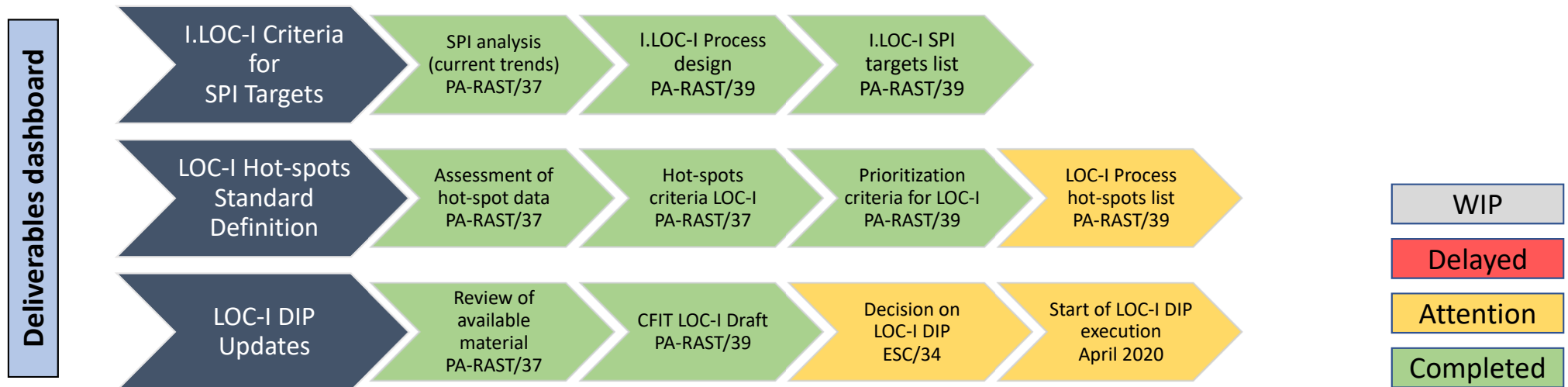
HRC 1. Controlled Flight Into Terrain

Project status	Resources	PA-RAST/39 Remarks
<ul style="list-style-type: none"> • SPI Targets still not defined • Execution of DIP is postponed 	<ul style="list-style-type: none"> • Leader: USA • Team: BOEING; ALTA; IATA; BCAST; IFALPA; ICAO 	<ul style="list-style-type: none"> • Hot-spots were identified and prioritized through data analysis • DIP under development will be based on the CAST and BCAST documents already available



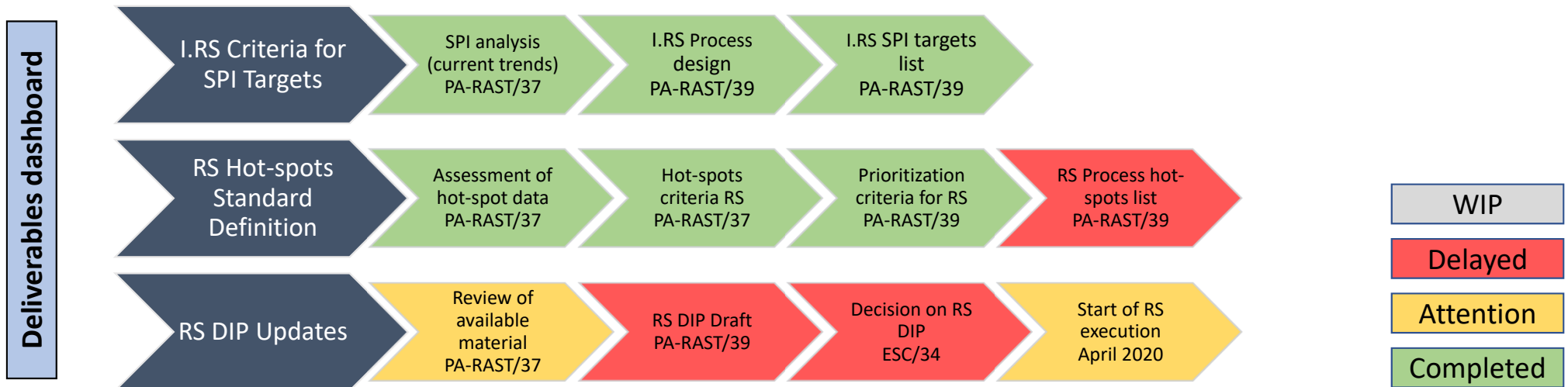
HRC 2. Loss of Control – In Flight

Project status	Resources	PA-RAST/39 Remarks
<ul style="list-style-type: none"> • SPI Targets still not defined • Execution of DIP is postponed 	<ul style="list-style-type: none"> • Leader: BOEING • Team: USA; ALTA; IATA; BCAST; IFALPA; ICAO 	<ul style="list-style-type: none"> • Hot-spots were identified and prioritized through data analysis • Checklists are revised and translated: need to update DIP, RSA and send Checklists to States and Industry



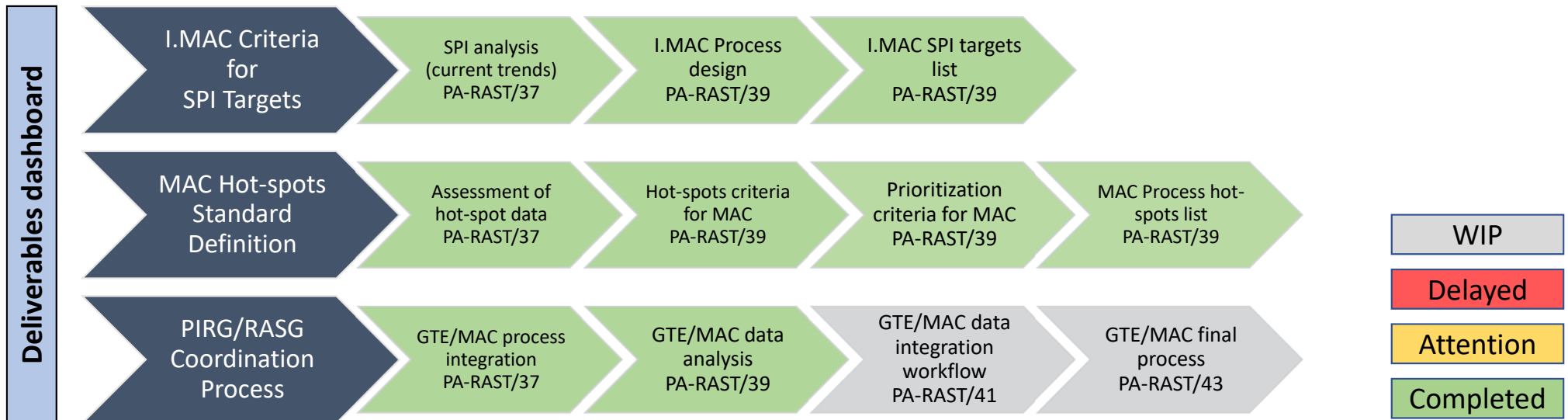
HRC 3. Runway Safety

Project status	Resources	PA-RAST/39 Remarks
<ul style="list-style-type: none"> • SPI Targets still not defined • Execution of DIP is postponed • DIP is specific by location/State 	<ul style="list-style-type: none"> • Leader: ALTA • Team: USA; BOEING; IATA; BCAST; IFALPA; ICAO; NavCanada; COSESNA 	<ul style="list-style-type: none"> • Indicator: Unstable, tailwind approaches • Work to be divided: Excursions and Incursions • Detailed re-evaluation of previous DIPs delayed



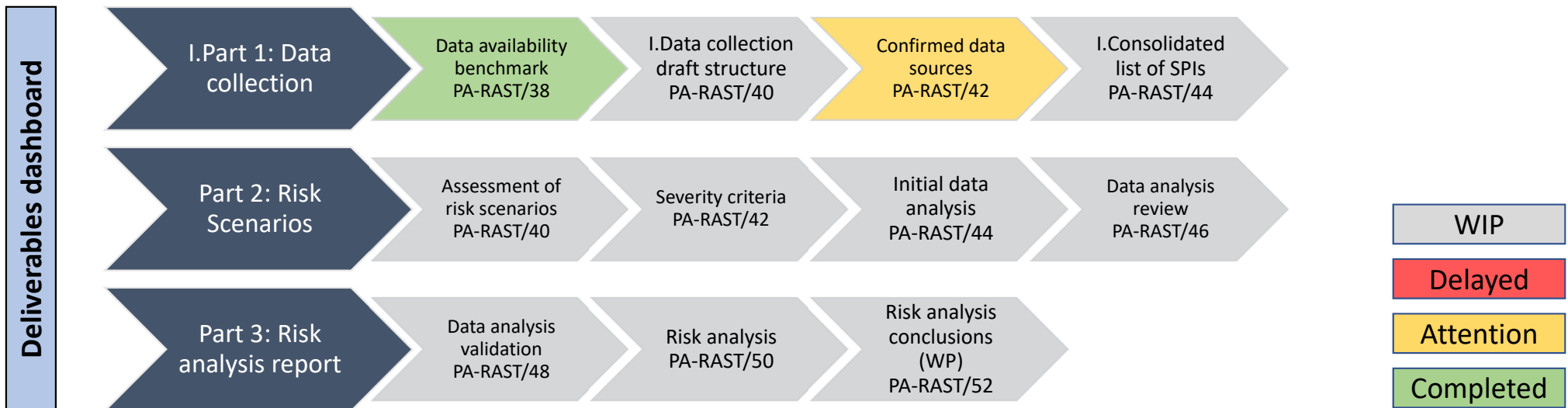
HRC 4. Mid-Air Collision

Project charter status	Resources	PA-RAST/36 Remarks
<ul style="list-style-type: none"> • SPI Targets still not defined • Execution of DIP is postponed • Data is ready for integration with the GREPECAS 	<ul style="list-style-type: none"> • Leader: IATA • Team: USA; BOEING; ALTA; BCAST; IFALPA; ICAO 	<ul style="list-style-type: none"> • Indicator: TCAS-RA events • GREPECAS: LHD data integration • Hot-spot criteria to be developed in coordination with the GTE (expected to consume time)



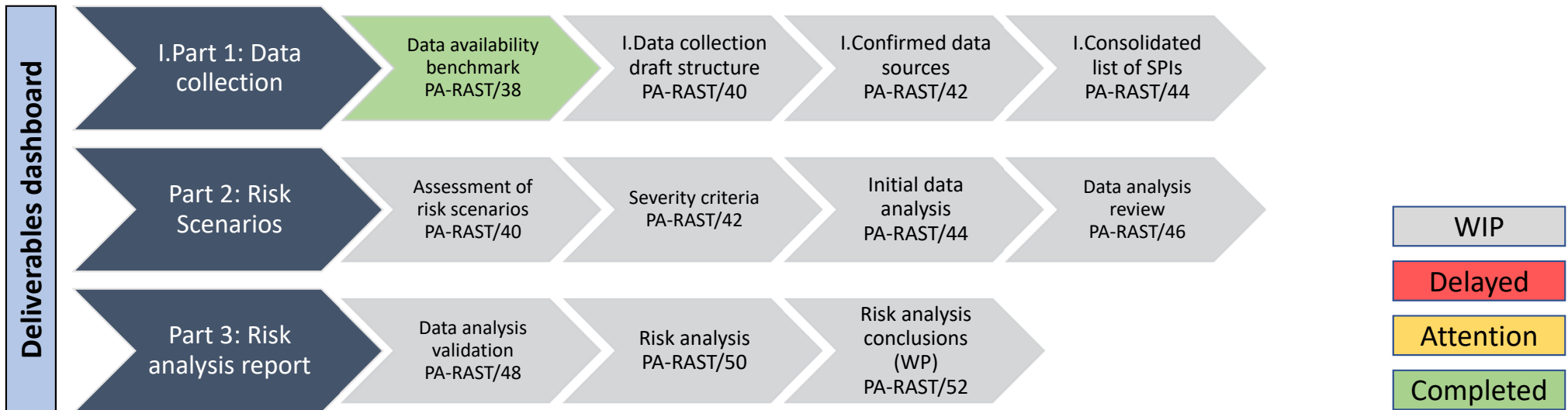
ARC 1. Aircraft misconfigurations

Current Status	Team	PA-RAST/38 Remarks
<ul style="list-style-type: none"> • Development started on PA-RAST/38 • Actions: <ul style="list-style-type: none"> • o Mid-January: conference call - review of currently available material • o Mid-February: update to PA-RAST 	<ul style="list-style-type: none"> • AIRBUS - Santiago [Leader] • BOEING - Ross • FAA - Crystal • ALTA - Corrieri • IATA - Floyd • ATR - Riccardo 	<ul style="list-style-type: none"> • Data collection is main priority (complement ASIAs with PA) • Scenarios: <ul style="list-style-type: none"> • Wrong flaps settings for take-off [main] • Wrong performance data into FMC [secondary]



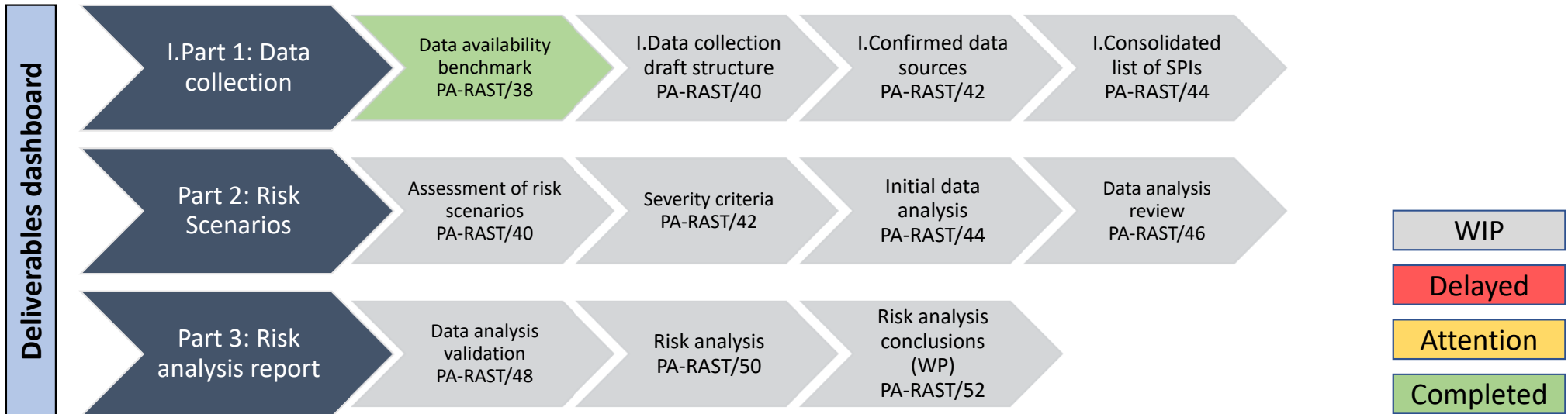
ARC 2. Post Go-Around outcomes

Current Status	Team	PA-RAST/38 Remarks
<ul style="list-style-type: none"> • Development started on PA-RAST/38 • Actions: <ul style="list-style-type: none"> • o Mid-January: conference call - review of currently available material • o Mid-February: update to PA-RAST 	<ul style="list-style-type: none"> • BOEING - Ross [Leader] • DECEA - Charlene • IFALPA - Diana • FAA - Crystal • Embraer - Razaboni • IATA - Gabriel • Other ATC - (NAV Canada, etc.) 	<ul style="list-style-type: none"> • Data availability is good • Need to go through pilot reports (CSTs, STEADES) and ICAO SIMS Data • GREPECAS coordination opportunity (ATCO procedures, pressure, etc.) to be assessed. • Scenarios: Near LOC; Loss of Separation; TCAS sensitivity issues at high-altitude ADR



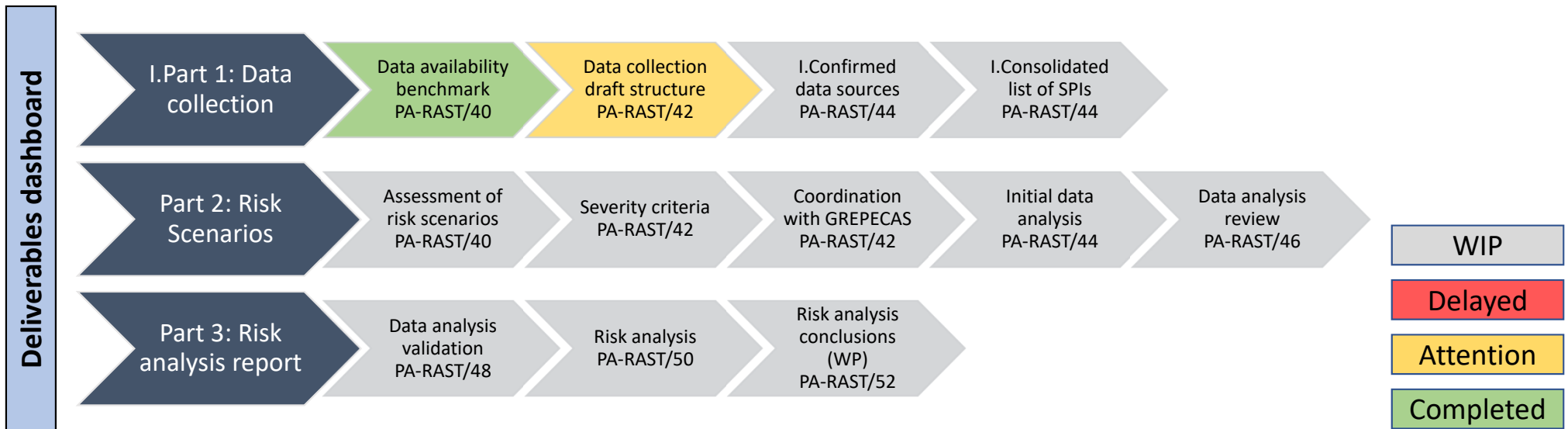
ARC 3. Surface misalignments

Current status	Team	PA-RAST/38 Remarks
<ul style="list-style-type: none"> Development started on PA-RAST/38 Actions: <ul style="list-style-type: none"> Mid-February: telecom and update to PA-RAST 	<ul style="list-style-type: none"> Leader: IATA Team: IFALPA, NAV Canada, FAA, Costa Rica, Trinidad and Tobago, ANAC 	<ul style="list-style-type: none"> Data availability is good Alignment with wrong surface [major] Landing on wrong airport [secondary] Take-off from taxiway [secondary] Opportunity for NASA/IATA and GREPECAS cooperation



ARC 4. Severe weather events

Current status	Team	PA-RAST/38 Remarks
<ul style="list-style-type: none"> • Development started on PA-RAST/38 • ICAO SAM is working on a Specific Project (en route SOPs) <ul style="list-style-type: none"> • Mid-January - Call with ICAO SAM Project Alignment • Mid-February - Assess data 	<ul style="list-style-type: none"> • ANAC - Daniel [Leader] • IATA - Floyd • FAA - Crystal • ALTA - Corrieri • Embraer – Razaboni • Airbus - Santiago 	<ul style="list-style-type: none"> • Work with seasonal events and approach/take-off (non data-driven ranking) at first – injuries are an issue • En route: ongoing ICAO SAM Project and IATA Service to Airlines • Need to asses ECCAIRS data



PA-RAST Resources

PA-RAST previous schedule of meetings:

- PA-RAST/39: 11-13/FEB/2020 – MIA
- PA-RAST/40: 20-21/MAY/2020 – LIM
- PA-RAST/41: 18-20/AGO/2020 – MIA
- PA-RAST/42: 04-05/NOV/2020 – MEX

Administrative:

- Establishment of online storage (free home grade Google account)

Other items:

- Brief discussion on ARC projects: postponed due to COVID-19
- Model (document) for DIP development
- RASG-PA 10yr Target and Decision Making Matrix – postponed
- COVID-19: industry recovery in the PA region, safety perspective

PA-RAST/40: Industry Recovery Post COVID-19

- Information will have a gap, skewing trends
- Key areas selected by the PA-RAST to monitor:
 - Training:
 - Pilot Proficiency
 - SOP adherence and compatibility
 - Operations:
 - Dispatch and aircraft configuration
 - Level busts, LHD and other issues related to aircraft performance
 - ANSP:
 - Non-standard aircraft performance
 - Attention protocols for controllers

PA-RAST/40: Industry Recovery Post COVID-19

- Key areas selected by the PA-RAST to monitor: (cont.)
 - DGAC:
 - Temporal exemptions during the crisis
 - Compatible oversight of the aviation system (targeted/remote assessments)
 - Organizational changes (financial stress, mergers, etc.)
 - Infrastructure:
 - Excessive number of non-standard configuration (displaced thresholds, etc.)
 - Aircraft parking and ground occurrences
- The PA-RAST will meet every two weeks (starting on June 16) to monitor these areas and assess items to draft a RASG-PA Safety Advisory – deadline to present a draft RSA to be discussed

Summary of ESC considerations

Considering all information presented, we ask the ESC to:

- 1) Endorse the development of a new RASG-PA Target for the next period (9-10 years), based on the fatality risk index, to be considered at the next ESC Meeting;
- 2) Support the development of a RASG-PA Safety Advisory regarding recommendations for the industry recovery from COVID-19 scenario; and
- 3) Consider the HRC and ARC priorities, continuing the development of the respective DIPs and actions, including some foreseeable delay in delivering ARC DIPs.