



Agenda Item 7: Other business

**Mitigating Actions Implemented by the Dominican Republic for the Reduction of
LHD Events in the FIR Santo Domingo**

(Presented by the Dominican Republic)

SUMMARY	
This informative Paper is intended to present a summary of the mitigating actions implemented by the Dominican Republic for the reduction of LHD events.	
References:	
<ul style="list-style-type: none">• - GTE/13• - GTE/14• - GTE/15• - GTE/16• - GTE/17	
Strategic objectives of ICAO:	A – Safety

1. Background

1.1 The Dominican Republic has participated actively in the GTE meetings, sharing the actions we have implemented for the continuous reduction of events classified as LHD, resulting in a greater awareness of the risk and the need to apply actions that contribute to a significant reduction of those events in our Region.

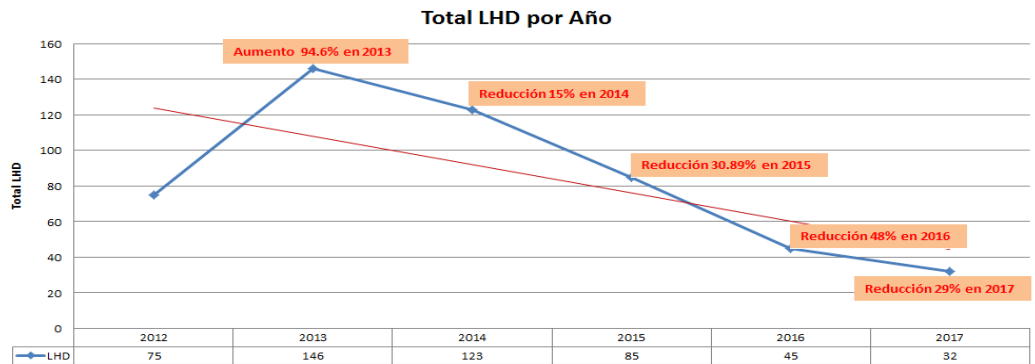
1.2 We have taken specific measures that have drastically exceeded our proposed goal of reducing the LHD events caused by our FIR to other adjacent States at the local level. At GTE/17, we presented the evolution of LHD within Santo Domingo FIR, from GTE/13 until GTE/16, where we evidence our commitment with the objectives of the Region.

2 Analysis

2.1 During the GTE / 13, the Dominican Republic undertook to reduce the occurrences of LHD events by 15% per year.

2.2 Our goal has been exceeded in 2014, 2015 and 2016 with a 15%, 30.89% and 48% reduction respectively.

2.3 The mitigating actions that we implemented after our participation at GTE/16 had a positive impact, going from 45 LHD caused by the Santo Domingo FIR in 2016 to 32 in 2017 for a reduction of 29%.

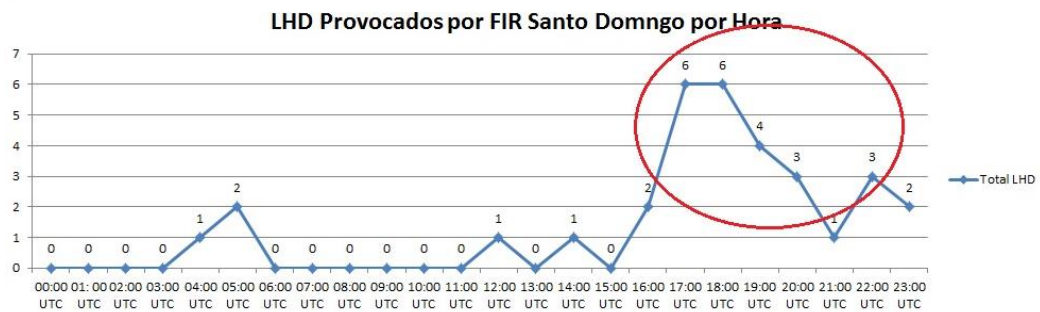


2.4 We are currently in constant supervision of the measures taken, making micro-adjustments and evaluating their implementation.

2.5 The results, with the persistent limitations, are as expected, which demonstrates the commitment of the Dominican Republic for the regional mitigation of LHD events.

2.6 The above has been possible by reinforcing the training and supervision in our control units.

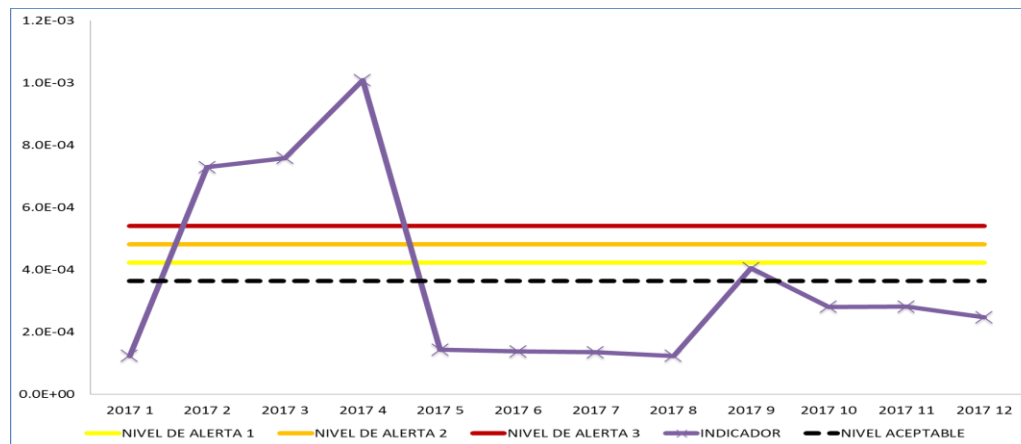
2.7 It has also been a help factor in the implementation of mitigating actions, identifying the FIRs that were being affected by our errors and analyzing the physical and technological infrastructures that said FIRs, as well as identifying the hours with the greatest number of occurrences to reinforce the supervision in the same.



2.8 We have implemented measures aimed at duplicating and tripling the responsibility for supervision, making it more effective at the hours identified as having the greatest number of occurrences of LHD, this being the action that has had the greatest impact on the reduction of events.

2.9 In the same way, we have carried out training and awareness campaigns for our CTA staff, so that they are more alert and can easily identify possible errors and that they can correct them before they become an operational deviation or an LHD event.

2.10 The actions currently implemented maintain the occurrence of LHD events caused by the Santo Domingo FIR to the adjacent FIRs below the acceptable level.



2.11 Our main goal is to maintain the reduction of LHD events below the acceptable level of risk resulting from the evaluation based on the Safety Management System.

2.12 We understand that the factors to be taken into account for the calculation of the Risk Value are based on the FIR that suffers the risk, so it is very difficult to take actions that contribute to reduce the events that other States cause to your own FIR.

2.13 We are already in communication with the authorities of the Curaçao, FIR with which we have the largest number of reported LHD, with the aim of modifying the Letter of Agreement and analyzing the possibility of implementing the RADAR Data sharing, as the implementation of the AIDC data between both FIR's, since these measures have produced positive results in the mitigation of LHD events between the Havana / Miami FIR, Havana / Mérida, Havana / COCESNA, both Curaçao and Santo Domingo have the infrastructure, only lack of disposition and decision.

2.14 With Port-au-Prince, which is another of our adjacent FIRs, due to the difference in infrastructure, we are open to weighing its possibilities and implementing joint measures that tend to achieve a notable reduction between events caused in both directions.

2.15 All States must remain committed to the objectives of the EWG, fulfilling our responsibilities and implementing the Operational Safety commitments assumed with our Region.

3 Suggested Action:

3.1 The Meeting is invited to:

a) Take cognizance of the information contained in this informative note;

- b) Actively maintain the sharing of positive experiences;
- c) Recommend other actions that you consider necessary.

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