



International Civil Aviation Organization
 CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18)
 Punta Cana, Dominican Republic, 9 to 14 April 2018

08/04/18

Agenda Item 2: Review of coordination activities between GREPECAS and the Regional Aviation Safety Group — Pan America (RASG-PA)

2.1 RASG-PA Regional activities since GREPECAS 17 Meeting

**DOMINICAN REPUBLIC STATE SAFETY PROGRAM
 STRATEGY AND IMPLEMENTATION STATUS**

(Presented by Dominican Republic)

SUMMARY

This note provides information on the implementation strategy of the State Safety Program in relation to the status, processes and activities developed by the Dominican Republic with a sight of establishing, maintaining and improving safety, fundamental to lower the rate of fatal air accidents in the Pan American Region.

References:

- Law No. 491-06 on Civil Aviation
- RAD 110- Safety Management Systems
- Resolution No. 003/2015 State Safety Management Program
- GASP
- GANP
- Annex 19
- Doc. 9859

1. Introduction

- 1.1 The State Safety Program (SSP), which for the Dominican Republic is called the State Safety Management Program (PEGSO), facilitates the predictive management of safety, with risk management processes, information management, assurance and promotion of safety, allowing the opportune identification of hazards and the proactive evaluation of safety events; through the Voluntary / Confidential Reporting System and Accident and Incident Reporting and Operational Safety Data Analysis, with a view to making accurate decisions for the improvement of safety and therefore moving from the supervision approach based exclusively on the prescriptive compliance, to another supplemented by the assessment of safety performance and the risk index.

2. Strategy and Status of Implementation of the State Safety Program

- 2.1. The Dominican Republic, recognizing that recurrent duplication of air traffic is inevitable every 15 years, has capitalized tourism as the main axis of economic development, reordering its National Development Strategy (END) into a law that allows the effective implementation of its objectives independently of changes in public administration that may happen. This has allowed the National Public sector to establish a clear vision of a country that is demonstrated in the daily activities of its institutions.
- 2.2. In that matter, the Dominican Institute of Civil Aviation, IDAC, has been developing through the various strategic plans implemented, a continuous improvement, which has enabled it to consolidate the civil aviation system as a promoter and guarantor of safety.
- 2.3. To carry out this task, the IDAC has sought a harmonized advance between the increase of air navigation capacity and efficiency through the ASBU and the increase of safety guarantees, through the advances of effective surveillance and of risk management with the implementation of the PEGSO; that responds to the regulatory need required by ICAO in the GASP and the GANP, as well as the particular needs of the END.
- 2.4. This is how the IDAC initiates a catalytic strategic restructuring, to successfully achieve the objectives set for the effective management for the increase in air operations, with the allocation of three fundamental axes that are: regulation, infrastructure and human resources.
- 2.5. The infrastructure represents the availability of the system through the technological and physical tools necessary to carry out the different functions. The efficient management and continuous training of human resources allows the adequate interaction of the main actors with the rest of the system, by strengthening the reliability of the effective execution. However, it would be very difficult to manage a system that does not have a clear and objective regulatory framework, since it is the basis of equity in the management of any system; and this is how the implementation of PEGSO begins in the Dominican Republic.

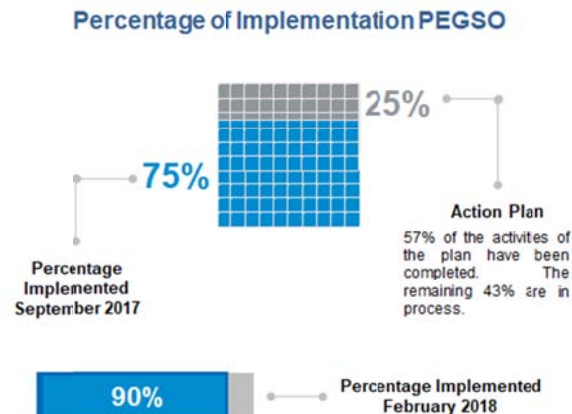
3. Activities and Strategies of Implementation PEGSO

- 3.1 PEGSO implementation activities began with an approach to air operators and service providers, in order to raise awareness of the need to take measures to improve safety, with the implementation of their management systems and also offering them a guide and accompaniment in the process, ranging from initial training to the establishment of processes.
- 3.2 This project was developed in phases, according to the type of operator and the level of risk in the operations carried out. However, it was not until the publication of Resolution No.003/2015, approving its PEGSO implementation, which the execution of assumed actions were made official, as part of the Program; as well as with the amendment of Dominican Aeronautical Regulation 110, Safety Management Systems, containing everything related to safety systems required by the Dominican Republic aviation service providers.
- 3.3 Thereafter, the necessary actions are taken to comply with the provisions of both documents, such as the creation of the Safety Oversight Unit, the implementation of the ECCAIRS platform, the review of safety performance, the initial establishment of the legal framework for the protection of safety data and the publication of the first safety bulletins, for the promotion of it.

- 3.4 With the maturation of the system, progress is made to the level of assuming safety as an axis of strategic planning, which motivates a change in the institutional framework that allows focusing the missionary aspects towards the consolidation of the safety continuous improvement from the higher administrative level, unequivocal sign of the commitment of the responsible executive and senior management of the IDAC.
- 3.5 This has resulted in actions such as the creation of the State Safety Management Department (DGESO), the signing of the Interinstitutional Work Protocol between the Commission for the Investigation of Aviation Accidents CIAA - IDAC, the issuance of the Resolution for the Protection of Data and Safety Information, Related Sources and Just Culture Policy, the update of the WEB portal related to the PEGSO, as well as the links for the Voluntary and / or Confidential Reports, Review and update of the processes SMS acceptance and SMS audits, the elaboration of the agreements with the responsible departments of the Safety Oversight Surveillance, the collection, data analysis and management of the information generated by safety related events and, above all, the ANSP SMS acceptance, through collaborative visits, follow-up meetings, review of documentation and audits as is Built on the Implementation Plan, the SMS Acceptance process and the RAD 110, a milestone in the implementation of the highly anticipated Program.

4. The Current Status of Implementation of the Dominican Republic PEGSO

- 4.1 From the implementation of the 2017-2020 Strategic Plan and the creation of the State Safety Management Department (DGESO), an action plan was implemented to increase the percentage of implementation of the PEGSO of 75% in September 2017. By February 2018, the level of implementation for each element of the PEGSO was evaluated through the SSP Assessment Tool, resulting in an operational level of implementation (O) with a percentage of 90%.



- 4.2 With regard to the strategic guidelines for achieving the Acceptable Level of Safety Performance (AloSP), indicators have been presented with the following metrics for each type of service provider:



5. Conclusions

- 5.1 The notorious progress in the way of managing the national civil aviation system that can be shown today in the Dominican Republic, as the result of clear objectives developed on the pursuit of the attainment of the fixed on our vision.
- 5.2 However, what is really remarkable is the senior management high commitment, which with the support of the highest levels of government, has catapulted at the strategic level as country vision, the action plans for the promotion and development of civil aviation, therefore proving that effective safety management cannot be seen as an isolated element of the aviation system, but as the fundamental axis around which the necessary measures must be taken to ensure good performance and management of aeronautical activities.

6. Suggested Action

- 6.1 The Meeting is invited to take note of the information provided in this note.

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