



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

GREPECAS/18 - IP/20

09/04/18

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 AIR NAVIGATION SERVICES PROVIDER ANSP SAFETY MANAGEMENT SYSTEM (SMS) ACCEPTANCE PROCESS

(Dominican Republic)

SUMMARY

The objective of this note is to inform GREPECAS about the SMS Acceptance Process status and actions in order to successfully certify the Dominican Republic ANSP Safety Management System (SMS).

References:

- Anexo 19
- Doc. 10004
- Doc. 9859
- RAD110

1. Introduction

- 1.1 In accordance with the provisions of Annex 19 to the Convention on International Civil Aviation, Safety Management, the aeronautical authority of the Dominican Republic, represented by the Dominican Institute of Civil Aviation (IDAC), through the SSP or as we called it, State Safety Management Program (PEGSO), integrates functional responsibilities in the field of Safety Management.
- 1.2 The establishment of PEGSO responds to the second block of objectives of Doc. 10004 Global Aviation Safety Plan (GASP), which seeks the harmonized development of a Strategic Safety Planning. In order to comply with the provisions of the PEGSO, functional responsibilities of Safety Management have been assigned to the Planning and Development Direction (DPD), through the State Safety Management Department (DGESO).
- 1.3 In accordance with international standards, the Dominican state has promulgated the Dominican Aeronautical Regulation RAD 110, Safety Management System (SMS), which prescribes the rules and requirements that regulate service providers Safety Management Systems (SMS),

according to their scope of application. In order to ensure that the service providers SMS framework is consistent with the RAD 110, the SMS Acceptance process was established, adopting an implementation approach through phases.

1.4 As part of our PEGSO, IDAC requires that the following service providers implement an SMS:

- Air operators in accordance with RAD 121 and 135;
- General or corporate aviation operators under Section "G" - Corporate Aviation: Large Airplanes and Airplanes with Turbine Engines of RAD 91;
- Aerial works Operators in accordance with RAD 133 and 137;
- Aerodrome operators certified and operated in accordance with RAD 14;
- Aeronautical maintenance Operators workshops in accordance with RAD 145;
- Training Organizations in accordance with RAD 141.
- Air transit services in accordance with RAD 11;
- Training centers in accordance with RAD 142, when their instruction concerns or supports the safe operation of an aircraft;
- Aircraft maintenance technicians Schools in accordance with RAD 147, when they are exposed to safety risks related to aircraft operations when providing their services.

2. Development

2.1 Air Operators SMS Acceptance Process

2.1.1 The Commitment to improve aviation safety, in addition a gap analysis that was elaborated, determined the needs to implement SMS of Dominican Republic air operators. IDAC assumed a proactive role and carried out three (3) collaborative projects strategically, with the objective of facilitating, motivating and guaranteeing the SMS implementation in most air operators in a harmonized manner. These projects included the delivery of safety trainings, seminars and workshops to generate basic knowledge and skills, the development and delivery of guides and personalized guidance tools, assistance in describing systems and the surveying of processes through support visits. This collaboration strategy has laid the foundations for the SMS acceptance process and had provided new air operators that have emerged, with all the necessary tools to effectively implement and manage their SMS according the RAD 110.

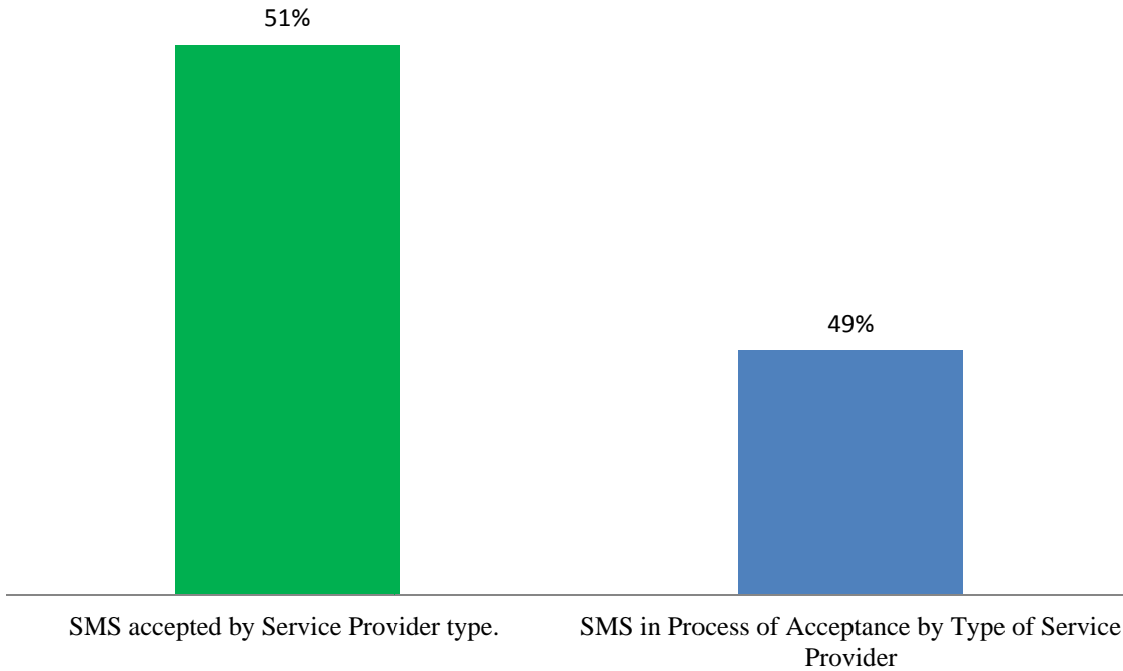
2.1.2 The first implementation project, SMS I Collaborative Project, grouped eight (8) air operators. This project began in September 2009 and culminated in November 2010 with the result of eight (8) accepted SMS.

2.1.3 The second implementation project, SMS II Collaborative Project, grouped nineteen (19) service providers: four (4) pilot training organizations, six (6) aircraft maintenance organization and nine (9) operators of aerial work. The project started in January 2011 and ended in August 2012 with the result of sixteen (16) SMS accepted.

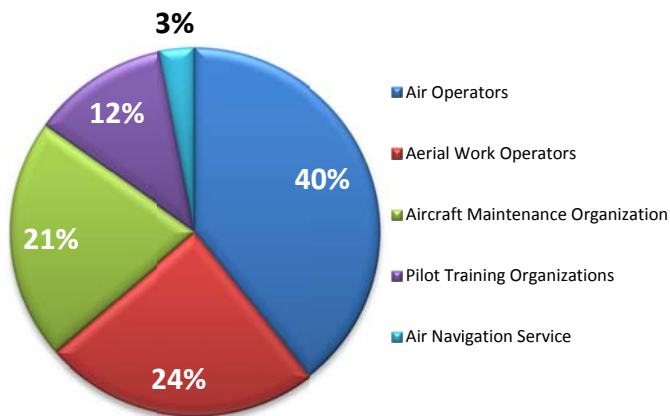
2.1.4 The third implementation project, SMS III Collaborative Project, grouped fourteen (14) service providers: one (1) pilot training organization, two (2) aircraft maintenance organizations, eight (8) air operators and three (3) aerial works operators.

2.1.5 Sixty-five (65) service providers are currently within the scope of the SMS acceptance process, of which thirty-three (33) have an accepted SMS and thirty-two (32) are in process of implementation.

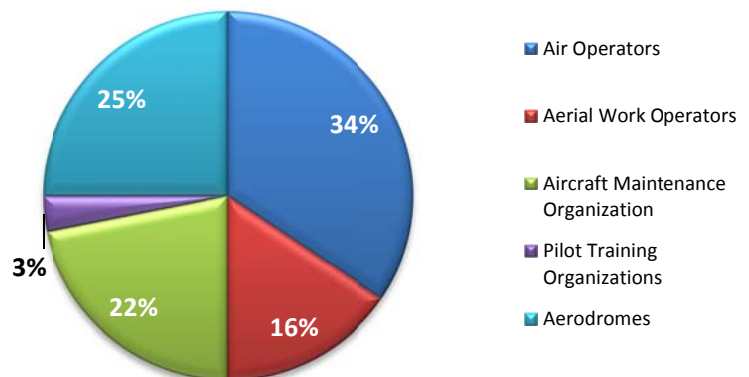
Dominican Republic Service Providers SMS Acceptance Status



SMS accepted by Services Provider Type



SMS Acceptance "In Process" by Services Provider Type



- 2.1.6 One of the thirty-three (33) service providers with SMS accepted, is the air navigation service provider for Santo Domingo Flight Information Region, the Air Navigation Direction (DINA), dependency of the IDAC.

2.2 Air Navigation Services SMS Acceptance Process

- 2.2.1 To initiate the DINA SMS acceptance process, a meeting was held between the implementation team and the DGESO, with the objective of coordinating the activities contained in the SMS implementation plan.
- 2.2.2 During the verification of phase I, the following documentation was accepted: Communication of designation of the accountable executive, Communication of designation of the safety manager, description of the system, safety instruction program and establishment of means for communications of operational safety.
- 2.2.3 During the verification of phase II, the following was accepted: Safety policy and objectives, SMM Manual, SMS documentation process / procedure, proposed safety review committee (SRC), proposal of the groups Safety Action Plan (SAG), the emergency response plan and the records of the execution of the instructions included in the safety instruction program for this phase.
- 2.2.4 During phase III were verified the establishment of the voluntary notification procedure, procedure for identifying reactive, proactive and predictive hazards, safety risk management process, incident investigation process, establishment of high and low impact performance indicators, change management process, SMS audit process, corrective actions procedure and execution of the instructions included in the safety instruction program for this phase.
- 2.2.5 During phase IV, the SMS acceptance audit of the DINA was carried out to verify the compliance of the RAD 110 in the maintenance of the system, obtaining information on the safety performance of the supplier. In this sense, the audit team concluded that the Air Navigation Directorate has a system in accordance with the requirements established in the national regulations, recommending the granting of the Safety Management System Certificate.
- 2.2.6 DINA represents the service provider of the Dominican State with the greatest dimension and complexity of operations, providing the main source of information for PEGSO's safety data collection and analysis system. The information provided by this provider allows a cross-checking of the safety events that occurred during the operations of the entire aeronautical system of the Dominican State, guaranteeing and supporting the quality of the data to be used in the effective decision-making aimed at continuously improving safety.

3. Conclusions

- 3.1 The acceptance of SMS from service providers represents an important step in the implementation of the Dominican Republic State Safety Management Program, guaranteeing a harmonized, safe and efficient transition of safety surveillance based on compliance normative to a proactive management based on performance, allowing to achieve the acceptable level in terms of safety.
- 3.2 Recognizing that air transport operations are increasing substantially and will be doubled by the 2030, the acceptance of the SMS from the air navigation service provider constitutes a significant

advance in decision making based on critical safety information in a coordinated manner, increasing coherence and operational benefits, as well as the prioritization of initiatives to improve the safety of the Dominican State.

4. Suggested Actions

- 4.1 We invite the meeting to take note of the information provided.

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