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Agenda Item 5 Experiences from other NAM/CAR Region States – Group/Tier 1 States

STRATEGY AND IMPLEMENTATION STATUS OF THE DOMINICAN REPUBLIC'S STATE SAFETY PROGRAMME

(Presented by Dominican Republic)

EXECUTIVE SUMMARY

This Paper provides information on the implementation strategy of the State Safety Programme in relation to the status, processes and activities developed by the Dominican Republic with a view to establishing, maintaining this program and to improve safety.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Civil Aviation Law 491-06• RAD-110 Safety Management Systems• Resolution No. 003/2015 State Safety Management Programme• Annex 19 to the Chicago Convention – Safety Management• Global Safety Plan 2017-2019 Doc 10004• Global Air Navigation Plan Doc 9750-AN/963• Safety Management Manual 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, safety assurance and safety promotion, allowing the timely identification of hazards and the proactive evaluation of safety events; through the Voluntary / Confidential Reporting Systems and Accident and Incident Reporting and Safety Data Analysis, with a view to making accurate decisions for the improvement of safety and moving from the oversight approach based exclusively on the prescriptive compliance, to another complemented by the assessment of safety performance and the risk index.

2. Strategy and Implementation Status of the State Safety Programme

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, reorganizing its National Development Strategy (END) into a law that allows the effective implementation of its objectives independently of changes in public administration that may occur. This has allowed the national public sector to establish a clear vision of the country, which is demonstrated in the daily activities of its institutions.

2.2 In this sense, the Dominican Republic Institute of Civil Aviation, IDAC, has been developing through the different executed strategic plans, a clear vision of continuous improvement, which has allowed it to consolidate the civil aviation system as a promoter and guarantor of safety.

2.3 In order to carry out this task, 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; to respond 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 IDAC initiates a catalytic strategic restructuring, to successfully achieve the objectives set for the effective management of the increase in air operations, with the delineation 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. Efficient management and the continuous training of human resources allow the adequate interaction of the main actors with the rest of the system, by strengthening the reliability of 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 implementation Strategy of the PEGSO

3.1 The PEGSO implementation activities begin with an approach with 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. Offering guidelines 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 their operations. However, it was not until the publication of Resolution No. 003/2015, which approves the PEGSO implementation, that the execution of said measures was made official, as part of the Program; as well as with the updating of the Dominican Aeronautical Regulation 110, homonymous standard of Annex 19, containing everything related to safety management in the Dominican Republic.

3.3 From then on, the necessary actions are carried out to comply with the provisions of both documents, such as the creation of the Safety Monitoring Unit, the implementation of the ECCAIRS

platform, the review of safety performance, the initial establishment of the legal framework on the protection of safety data and the publication of the first safety bulletins, for safety promotion.

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 organizational structure that allows focusing the core organizational aspects towards the consolidation of the continuous improvement of safety from the highest administrative level, unequivocal sign of the commitment of the responsible executive and senior management of the IDAC.

3.5 This results in actions such as the creation of the Department of State Safety Management (DGESO), the signing of the Interinstitutional Work Protocol between the Commission for the Investigation of Aviation Accidents - IDAC, the issuance of the Resolution for the Protection of Safety Data, Safety Information and Related Sources, and Fair 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 SMS acceptance processes and SMS audits, the elaboration of agreements with the departments responsible for safety oversight, collection, data analysis and management of information generated by safety events and, above all, the SMS acceptance of the Air Navigation Services Provider, through collaborative visits, follow-up meetings, review of documentation and audits as established in the Implementation Plan, the SMS Acceptance process and the RAD 110, a milestone in the implementation of the highly anticipated Program.

4. PEGSO Current Status in the Dominican Republic

4.1 With the implementation of the 2017-2020 Strategic Plan and the creation of the Department of State Safety Management, an action plan was implemented to increase the percentage of implementation of the PEGSO from 75% in which it was found as of September 2017. The level of implementation for each element of the PEGSO was evaluated through the SSP Assessment Tool, resulting in an operational level of implementation with a compliance percentage of 90% as of September 2018.

4.2 Regarding the strategic guidelines to reach the Acceptable Level of Performance in Safety Matters (AloSP), indicators have been presented with the following metrics for each type of service provider:



5. Conclusion

5.1 The progress in the way of managing the national civil aviation system that can be shown today in the Dominican Republic is evident, as a result of clear objectives developed in pursuit of the attainment of the fixed vision.

5.2 However, what is really remarkable is the commitment of top management, which with the support of the highest levels of government has catapulted the action plans for the promotion and development of civil aviation, at the strategic level, such as country vision, thus demonstrating that the effective management of safety cannot be seen as an isolated element of the aviation system, but rather as the fundamental axis around which the necessary measures must be taken to guarantee the good performance and management of aeronautical activities.

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