



# ICAO

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North American, Central American and Caribbean Office  
INFORMATION PAPER

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**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Eighteenth Scrutiny Working  
Group Meeting (GTE/18)**

Mexico City, Mexico, 22 – 26 October 2018

**Agenda Item 3: Large Height Deviation (LHD) analysis**  
**c) Lessons learned by CAR/SAM States to reduce the number of LHDs**

**STATUS OF MITIGATING ACTIONS IMPLEMENTED BY  
DOMINICAN REPUBLIC FOR THE REDUCTION OF LHD EVENTS IN SANTO DOMINGO FIR**

(Presented by Dominican Republic)

EXECUTIVE SUMMARY	
The objective of this Information Paper is to present to the GTE an update on the mitigating actions implemented by the Dominican Republic for the reduction of LHD events in Santo Domingo FIR.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• </li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• GTE/13</li><li>• GTE/14</li><li>• GTE/15</li><li>• GTE/16</li><li>• GTE/17</li></ul>

**1. Introduction**

1.1. The Dominican Republic has actively participated in the GTE meetings, sharing the actions that we have implemented for the reduction of events classified as LHD involving our FIR.

1.2. This participation allows us to maintain greater awareness of the risk that LHDs represent for all the users of the international civil aviation and provides us with the tools for the application of actions that contribute to a significant reduction of occurrences of these events in our Region.

1.3. This has resulted in the taking of specific measures that have drastically exceeded our goal of reducing the LHD events caused by our FIR to other adjacent States.

1.4. In our last participations in the GTE, we presented the evolution of the LHD events in the Santo Domingo FIR, making a retrospective comparison from the GTE/13 to the past GTE/17, showing evidences of the commitment of Dominican Republic civil aviation authority with the objectives of the Region.

## **2. Discussion**

2.1. During the GTE/13, Dominican Republic agreed to reduce the occurrence of LHD events by caused by Santo Domingo at a rate of 15% per year.

2.2. This goal has been significantly exceeded, with the reduction in 2014-2015, 2016 and 2017 of 15%, 30.89%, 48% and 28.90% respectively.

2.3. The mitigating actions that we implemented after our participation in the GTE/16 have been very helpful, going from 45 LHDs in 2016 to 32 LHDs in 2017 for a reduction of 28.90%

2.4. For the current year 2018 we have a projection of 27 LHDs caused by the Santo Domingo FIR for a reduction of 15.62% in relation to 2017, which means that, although it is projected the agreed reduction of 15% per year, the risk remains latent in our system forcing us to migrate to new mitigating measures.

2.5. The actions already implemented maintain the occurrences of LHD events caused by the Santo Domingo FIR to the adjacent FIRs within the acceptable level. We are maintaining constant supervision of the measures taken, making micro-adjustments to keep them current. We are putting name to each occurrence, calling to office those Air Traffic Controllers involved and making them aware of the impact that their errors generate in our indicators in the GTE and its impact on safety.

2.6. Identifying the FIRs that are more affected by the mistakes caused by the ATCO of Santo Domingo and being aware of the different physical and technological infrastructures that these FIRs have for the provision of air traffic control services has become a primary factor for the new measures that we are planning to implement, like AIDC implementation and radar data sharing.

2.7. Additionally, it was important to identify the hours with the highest number of occurrences, reinforcing the supervision in those hours.

2.8. Now, our main goal is to maintain the reduction of LHDs events below the acceptable risk level resulting from the evaluation based on SMS.

2.9. In relation to Curaçao, the FIR more affected by Santo Domingo with LHD event, we have started a positive approach for the purposes of working together, in this point we have to mention the intervention of the ICAO NACC Regional Office through Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue (ATM/SAR), for making this approach possible, thanks to that, we have sustained several teleconferences, having now in progress:

- Modification of the Letter of Agreement
- Use of SHOUT LINE / HOT LINE
- AIDC Implementation
- Data Radar Sharing
- Implementation of 40 NM GNSS separation with the MACH Number Technique.

2.10. We have also had an approach with **Port-au-Prince**, which is another of our adjacent FIR, we currently have in progress:

- Update the Letter of Agreement
- Harmonization of Airspace under the PBN concept.
- Implementation of 40 NM GNSS separation with the MACH Number Technique.

2.11. In the case of the two remaining FIRs that share boundaries with Santo Domingo, both FAA facilities, Miami and San Juan, we have in progress the following:

**Miami:**

- Update the Letter of agreement
- Implementation of new routes to balance demand and capacity
- Analysing the possibility of Radar data sharing
- AIDC Implementation

**San Juan:**

Unfortunately, things with San Juan are not progressing at the same speed it does with Miami due to limitations that San Juan has expressed in their VHF communication system, we hope that they can solve those issues in the near future so we can start the implementation of the same projects we are working with Miami.

2.12 All States must remain committed to the objectives of this scrutiny group, fulfilling our responsibilities and implementing the commitments assumed with our Region, which will have an impact on the safety of all users of our aviation system.

**3. Suggested actions.**

3.1. The Meeting is invited to:

- a) take note of the information contained in this information paper;
- b) to maintain the sharing of positive experiences;
- c) recommend other actions if needed.

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