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**TECHNICAL COMMISSION**

**Agenda Item 36: Aviation safety and air navigation implementation support**

**BEST PRACTICES FOR SAFETY PARTNERSHIP**

(Presented by Turkey and the United Kingdom)

**EXECUTIVE SUMMARY**

There is a growing trend towards an ever more liberalized and globalized aviation market. As a result it is becoming more important that States have confidence in the operational safety performance that affects its citizens even though the regulatory oversight and certification is carried out in another State.

This paper covers the recent experience of Turkey and the United Kingdom in forming a safety partnership and offers a ‘best practice’ example of how this can be achieved.

<i>Strategic Objectives:</i>	This information paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	None.
<i>References:</i>	ICAO No Country Left Behind (NCLB) initiative EASA ARO 200 EASA ARO 300 EASA ARO 350 <a href="https://www.easa.europa.eu/system/files/dfu/Air%20Ops%20IR%2C%20AMC%2C%20GM_4th%20Edition_May%202016.pdf">https://www.easa.europa.eu/system/files/dfu/Air%20Ops%20IR%2C%20AMC%2C%20GM_4th%20Edition_May%202016.pdf</a>

## 1. INTRODUCTION

1.1 Traditionally, National Aviation Authorities (NAAs) have focused their efforts on the industry that they certificate. The growth of the globalized, and in many areas, economically liberalized markets has caused States to ask different questions regarding the operational safety performance of foreign aircraft in their airspace as well the safety performance experienced by their own operators when overseas.

1.2 When considering the total aviation system and how it affects public safety, a State must consider who can best help to address those safety risks. Work in the United Kingdom indicates that two thirds of the residual risks affecting public safety lies outside of the United Kingdom direct regulatory responsibility. To put public safety as a central focus a State must look towards addressing areas outside of its regulatory control resulting in a need for cooperation and partnership with other States.

## 2. AMBITION

2.1 To work successfully in partnership the ambitions of States involved must be aligned. The priority must be to work in Safety Partnership with the State concerned and its industry. To identify areas of mutual interest, agree the issues and work together in cooperation and collaboration to improve operational safety performance.

## 3. TURKEY – UNITED KINGDOM SAFETY PARTNERSHIP HISTORY

3.1 Turkey and the United Kingdom have worked together in a Safety Partnership for the last four years. The challenges to achieving this successful partnership should not be underestimated. Initially, there were many difficulties to overcome, not least those of language and culture. However, once trust in a common goal, to improve operational safety performance, has been established the issues that would normally take many years to address can be identified and resolved quickly with governments, regulators and industry working in full cooperation. Below are three examples:

- a) in 2011 the United Kingdom Safety System identified an adverse trend in the operational safety performance of air carriers from Turkey in United Kingdom airspace. Working in full cooperation and support of the Turkish Director General of Civil Aviation (DGCA) a series of workshops were arranged. They were extremely well attended, by representatives from both countries, including government officials, NAAs, air carriers, air navigation service providers (ANSPs) and accident investigators.

By November 2012 the number of events in United Kingdom airspace had almost halved from 491 per 100 000 flights to 246 and more importantly the significance of the events was reduced and sustained. This is a performance level that is better than some United Kingdom air carriers (as measured by independent ANSP data);

- b) in 2013 the Safety Partnership turned its focus to Dalaman, a Turkish airport surrounded by high ground which had been identified as the primary Controlled Flight Into Terrain (CFIT) risk for United Kingdom air carriers. There had been five hard Ground Proximity Warning System (GPWS) pull up warnings and 44 other incidents reported as Mandatory Occurrence Report (MOR) by United Kingdom

aircraft during a ten-week summer period. A workshop in Dalaman saw four United Kingdom airlines give presentations on the issues at Dalaman, which received much support from the airlines of Turkey.

Working at an impressive speed the Turkish Airspace Designers published an area navigation (RNAV) approach, well in time for the United Kingdom airlines to train their crew for the 2014 holiday season. During that season there were no ground proximity warning system (GPWS) events and only eight relatively minor MORs were filed. This safety improvement was maintained during that same busy period the following year; and

- c) in 2014/5 there were a series of taxi way events at London Gatwick airport which had led to a number of serious runway incursions. Working closely with the airlines from Turkey it was quickly possible to establish that the signage was not best practice, especially in terms of human factors. As a result the signage and markings were changed within ten days at the airport's expense and the events have ceased.

Our experience has shown that whilst it is important to achieve high level agreements between governments and NAAs to establish commitment and political support, the best results have been achieved by locally focused workshops, where pilots, air traffic controllers and airspace designers from both States meet to tackle the real causal factors and propose practical solutions.

#### 4. CONCLUSION

4.1 The safety partnership between the United Kingdom and Turkey has been very successful with much learning on both sides and delivery of real, tangible safety benefits. Both States are now working with other States with similar ambitions and it is hoped that this example of 'best practice' in safety partnership can be part of the process to ensuring no one gets left behind.

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