

Integrating LOSA and NOSS through Information Sharing

**ICAO/ASPA Regional Seminar – TEM,
LOSA & NOSS: Essential tools of Safety
Management Systems (SMS)**

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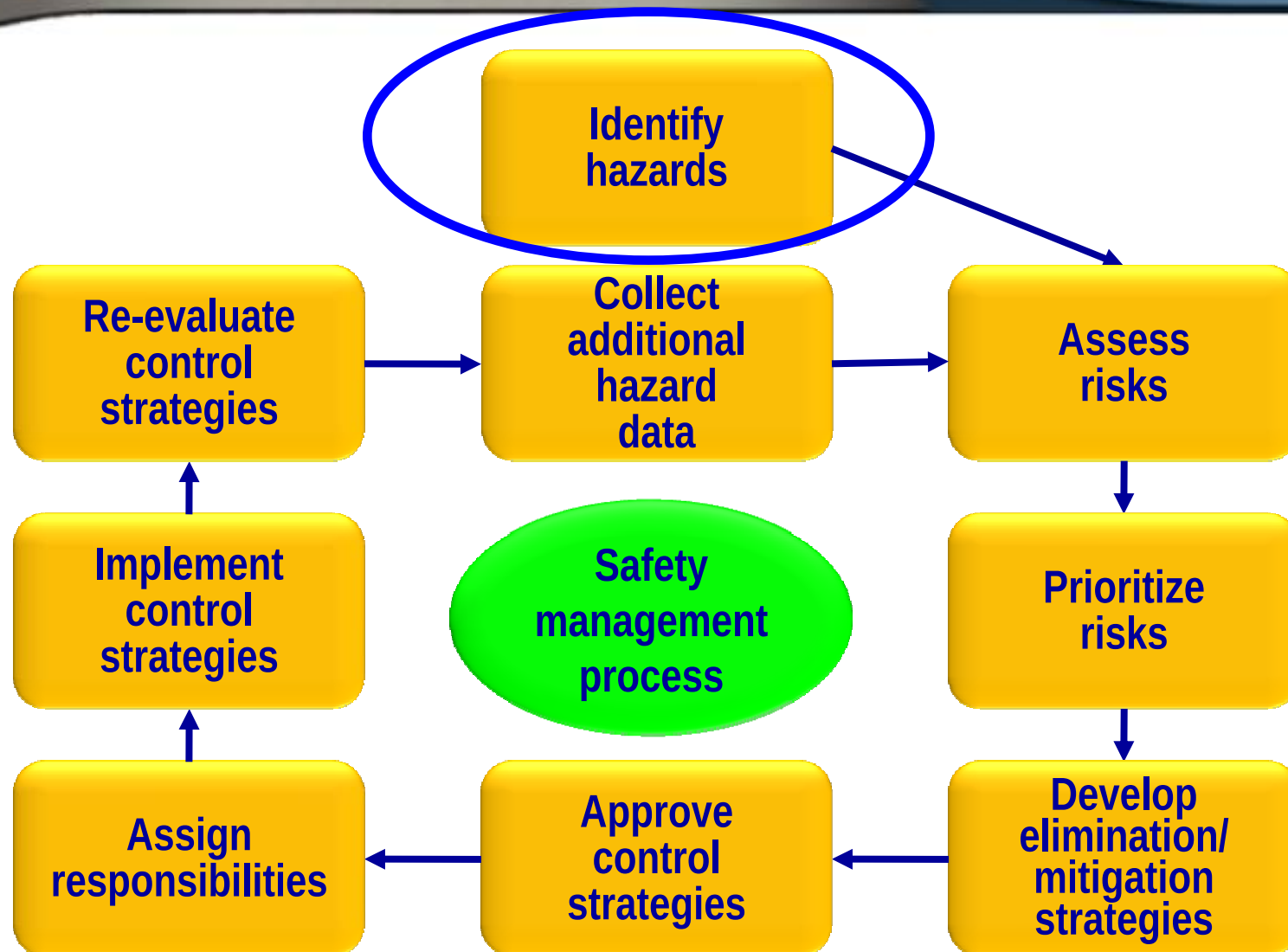
NOSS/LOSA and SMS



NOSS/LOSA

- “...and the safety change process takes over...”

NOSS/LOSA and SMS



The NAV CANADA Safety Management System



NAV CANADA Safety Philosophy

NAV CANADA SAFETY POLICY LEVEL

**Safety
Objective**

**Safety
Priority**

**Safety
Responsibility**

**Safety
Management**

KEY ELEMENTS OF THE SAFETY MANAGEMENT SYSTEM

**Safety
Planning**

**Operational Risk
Management**

**Exchange of
Safety
Information**

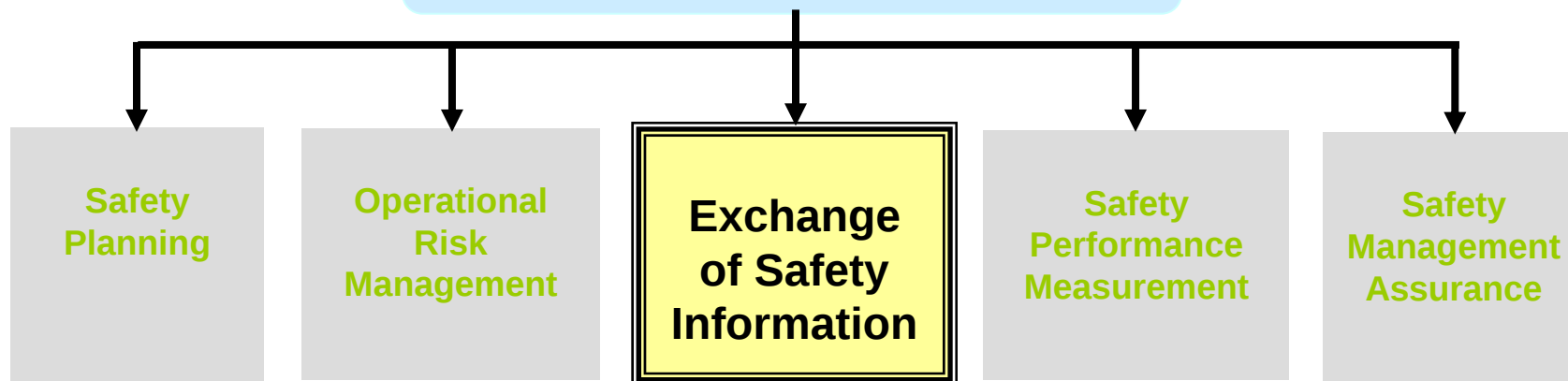
**Safety
Performance
Measurement**

**Safety
Management
Assurance**

Exchange of Safety Information



Safety Management System



Exchange of Safety Information

Objective: To share data regarding hazards and system safety deficiencies thereby assuring risks are ALARP and to promote a strong safety improvement culture within the company.

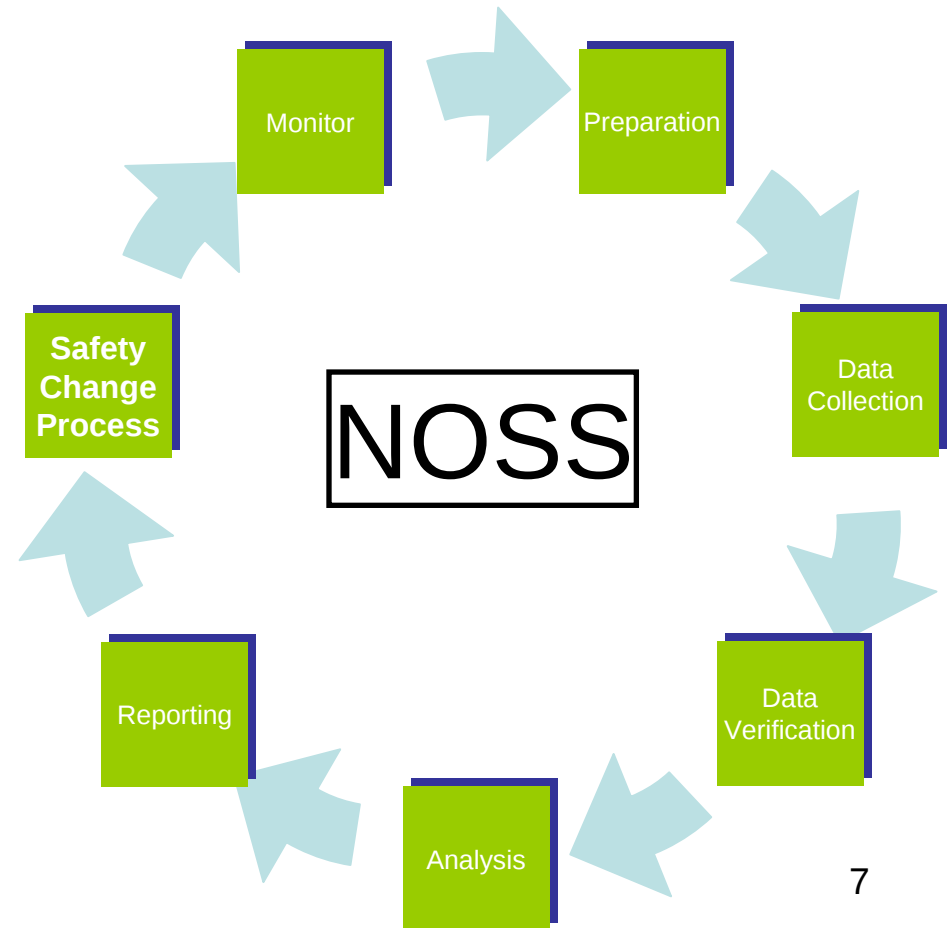
Regulatory Requirement



Components of the Safety Management System

805.02 (1) The safety management system shall include, among others, the following components: [...]

- (d) procedures for the exchange of information in respect of hazards, incidents and accidents among the operators of aircraft and the provider of air traffic services at an airport and the airport operator;



NOSS/LOSA data exchange



Opportunities

- Completion of NOSS/LOSA provides cue to stop and reflect (proactive)
- Operator and ANSP have common language (TEM)
- Converging lines of evidence
- Operator and ANSP see each other's world
- Increased buy-in for process

Challenges

- Periods of data collection not aligned
- Local scope of data
- Sharing data only the beginning
- Many threats arise from conflicting goals

An example



Operator Threats to ATS



- Aircraft not adhering to an assigned speed
- Poor quality radio transmissions from an aircraft
- Aircraft missing multiple calls from ATC

ATC Threats to Operator



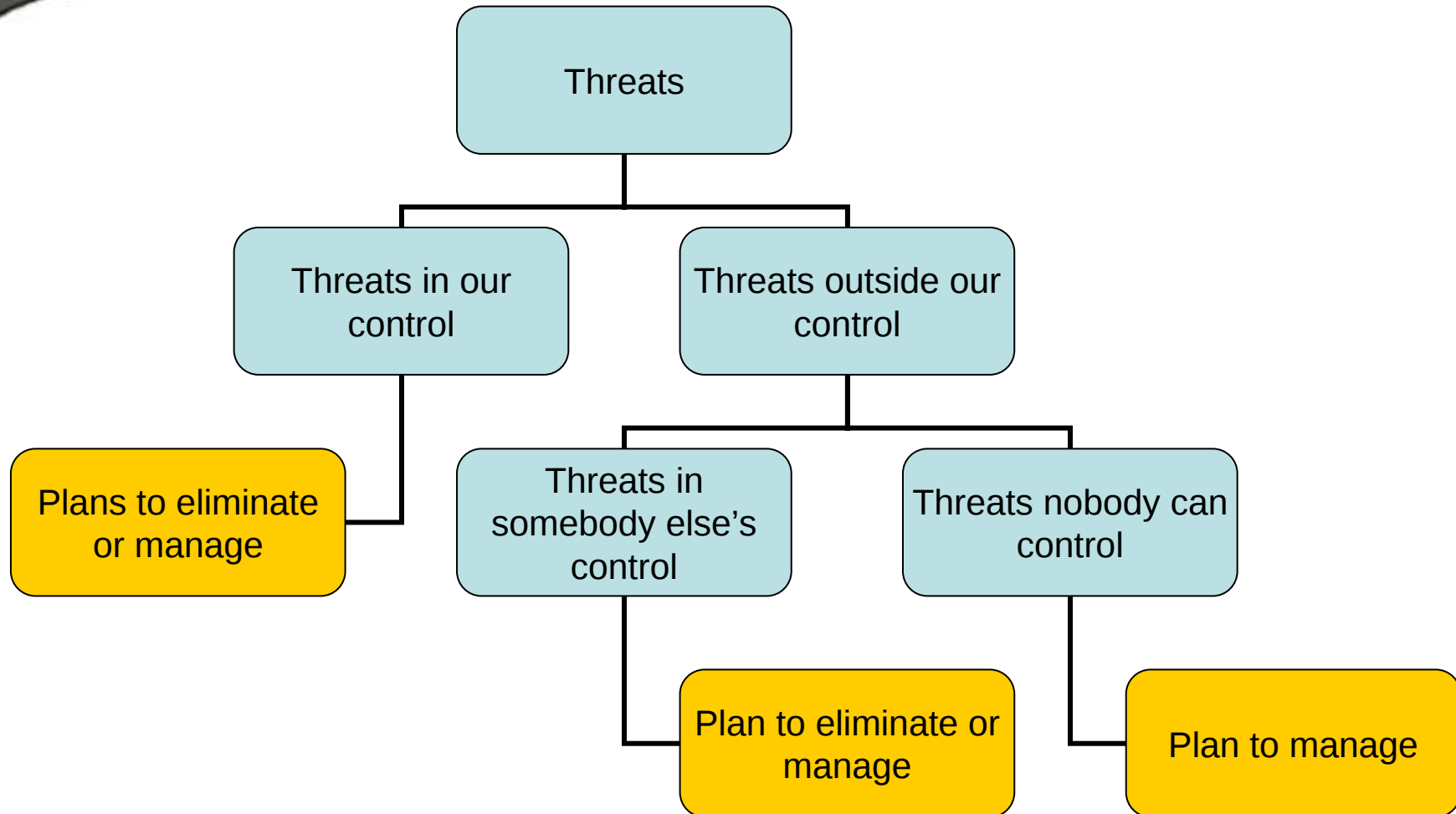
- Late runway changes
- Compromising ability to descend
- Speed restrictions to the FAF
- Runway change after pushback
- 'Dangling a carrot'

Now what?



- We know what the most common threats are, can't we just fix them?
- A few things we need to consider...

Who owns the threat?

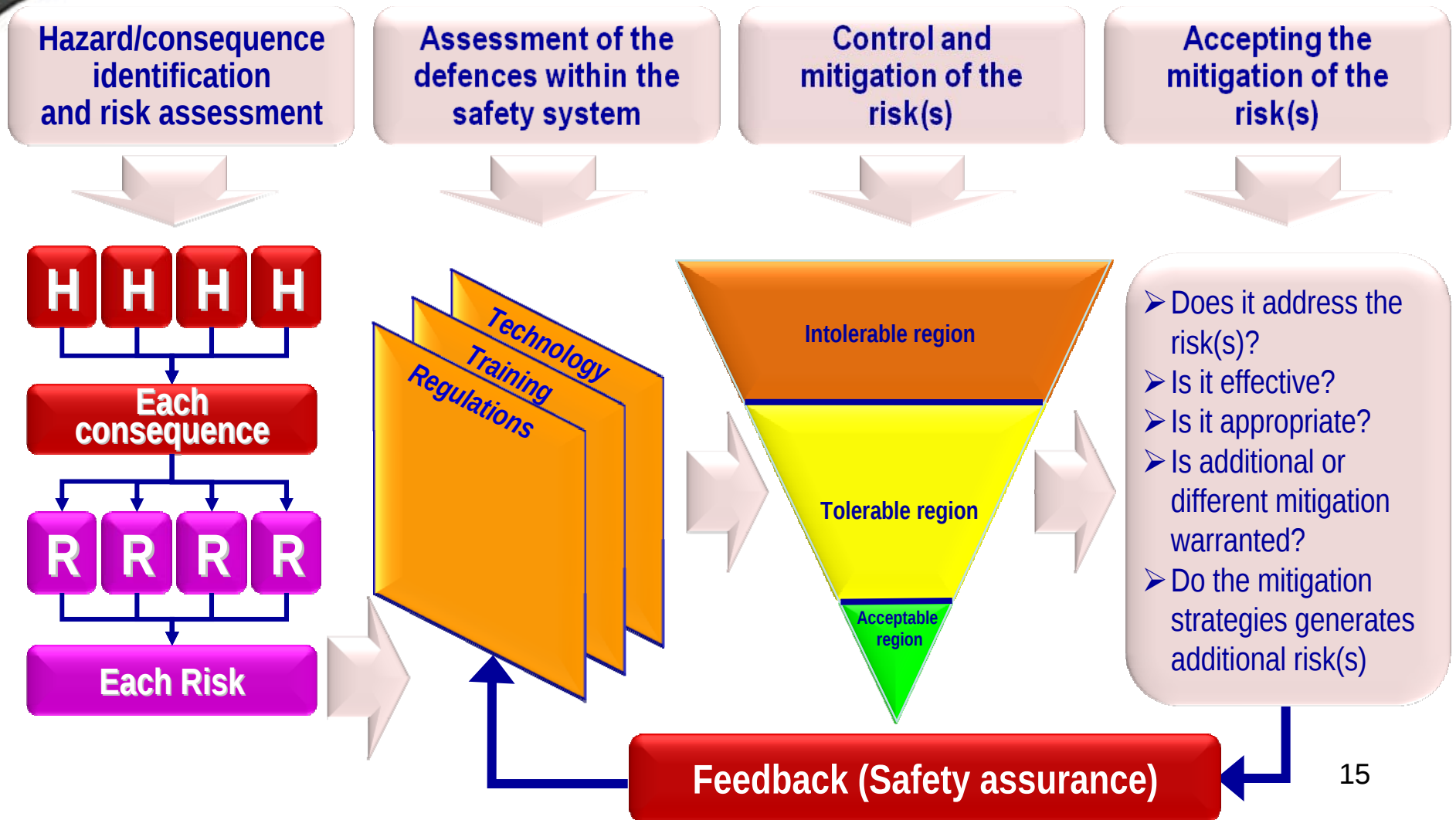


What is driving the threat?



- Customer service?
- Efficiency?
- Other threats (e.g. changing weather, aircraft mishap on runway)?
- Not understanding other's environment?

Eliminate or manage?



Managing Threats



- Awareness campaigns
- Procedural changes
- Familiarization
- Dialogue between ANSP and operators

Converging lines of info



- NOSS/LOSA – one of many sources of data in an SMS
- What can be leveraged to increase information flow in other areas?
 - Vocabulary
 - Lines of communication



Questions?