

## **Singapore Aviation Safety Seminar (SASS)**

**March 28-30, 2017**

**Singapore Aviation Academy**

### ***Call for Papers***

The Flight Safety Foundation (FSF) is pleased to invite you to submit a paper for presentation at the 2017 Singapore Aviation Safety Seminar (SASS), to be held in Singapore, March 28-30.

The SASS, jointly organized by FSF and the Singapore Aviation Academy (SAA), is an annual safety seminar designed to provide a platform for aviation professionals for the sharing of the latest safety challenges, issues, developments and initiatives to raise the safety standards in the Asia Pacific region. SASS 2017 will focus on topics relating to organizational safety (e.g. safety management systems, risk management, use of safety data, etc.) and flight operations safety (e.g. runway safety, sensory illusions, etc.).

Submissions are due by **Friday, September 16, 2016**. Notification of acceptance or denial will be communicated by September 30. Inquiries about the call for papers or program design can be directed to the FSF technical department at [technical@flightsafety.org](mailto:technical@flightsafety.org).

#### **Target Audience**

SASS is designed for professionals involved in the flight operations and safety functions and decision making in airlines, civil aviation authorities, MROs, fixed base operators, airframe, engine, system and component manufacturers, flight data monitoring service providers, educational institutions, airports and air navigation service providers will benefit from the seminar.

#### **Presentation Topic Areas**

The following topics can be considered as papers for presentations:

**1. Global Scan - Next 30 Years: Accident Rate vs Traffic Growth**

From accident rates of previous years and advances in technology, what does the next 30 years look like with forecast growth in air traffic?

**2. Lessons from Recent Events/ Accidents**

Industry case studies of actual events/ accidents are valuable. What lessons were learned from the events, incidents or accidents and what safety initiatives taken have shown measured improvements in risk reduction?

**3. Managing the Media During a Crisis**

Handling media enquiries and conducting interviews either during or following a crisis has many pitfalls for the unwary. What are some of the techniques that can be applied to manage interviews in a controlled manner?

#### **4. Unmanned Aircraft Systems (UAS) Integration Challenges and Safety**

The rapid growth of UAS poses varying risks to aircraft. Are these risks fully identified, and are they being mitigated? How do we deal with the global growth of this sector of the industry?

#### **5. SMS Integration: Challenges and Lessons in Taking the Next Step**

Establishing a fully integrated SMS within an organization can be a significant challenge. What are some of the ways that successful companies have achieved this and what techniques have been used during implementation?

#### **6. Practical Risk Management**

What new techniques are being employed by aviation organisations (E.g. flight operations, maintenance, airport, etc.) to manage risk? How is safety culture supported within these aviation organisations?

#### **7. Use of Existing and New Safety Data**

How is data being used to identify previously unrecognized hazards and associated risks in aviation operations? What are some ways in which airlines can take a fresh, insightful look into their existing safety data collection and processing systems? What collaborative efforts between and across organizations exist to share safety data more broadly?

#### **8. Aging Workforce and Managing the Demand for New Aviation Professionals**

What initiatives are aviation organizations taking to secure their workforce for the future? What initiatives are being undertaken to attract new entrants to the industry?

#### **9. Sensory Illusions in Flight Operations**

Somatogravic illusion is a well-documented phenomenon that becomes particularly apparent during instrument meteorological conditions (IMC) or night flying. What are some of the ways we can train our crews to be alert to this phenomenon and what examples of related training exist today?

#### **10. Runway Safety**

What activities have taken place, or are underway, to address safety issues on taxiways and runways? How have runway safety teams assisted with risk mitigation?

#### **11. Emerging Technologies**

What new technologies have been developed, and what new technologies are in development, to assist with the management of key aviation risks such as runway incursions, loss of control-inflight (LOC-I) and CFIT? How does this technology assist with enhancing situational awareness?

#### **12. New or Emerging Dangerous Goods Issues**

Lithium batteries are well-known as dangerous goods but what about other items that are shipped as cargo or within checked baggage? What activities are being undertaken to identify items shipped inappropriately?

# Call for Papers

I wish to present a paper at the 2017 SASS (March 28-30, 2017) and have enclosed a brief (no more than 250 words) abstract of the proposed paper, plus a résumé or curriculum vitae (cv) of no more than one page.

## Presenter Information:

Author's Name (Print):

Paper Title:

### Learning/Skills Objectives

What will participants learn and what skills will they gain or enhance by attending your presentation?

### Intended Audience

Who from the aviation safety community is your primary, intended attendee for this proposed session?

Organization:

Position:

Mailing Address:

Name/Organization:

Street/Building/Suite:

City/State/Country/Zip/Postal Code:

Telephone:

Fax:

Email:

- Abstracts must be submitted to Flight Safety Foundation by **Friday, September 16, 2016** and should include:
  - One page abstract (no more than 250 words in English)
  - Résumé or curriculum vitae
  - The completed presenter information form above
- Papers will be selected on the basis of content and applicability.
- Each author will be responsible for his or her own travel and accommodation costs.
- A transfer of copyright to the Foundation is required for each paper selected for presentation at the summit.
- Submittal of an abstract or paper implies agreement that the author shall transfer copyright to the Foundation.
- Presentation duration, which includes time for question and answer, is approximately 30 minutes.
- Notification of abstract acceptance or denial will be communicated by September 30.

Complete this form and return it by Friday, September 16, 2016 to Flight Safety Foundation:

Email: [technical@flightsafety.org](mailto:technical@flightsafety.org) | Fax: +1 703.739.6708