



62nd Business Aviation Safety Summit (BASS)

May 4-5, 2017

Sheraton Grand Wild Horse Pass

Phoenix, Arizona, USA

Call for Papers

Organized by Flight Safety Foundation, in partnership with the National Business Aviation Association (NBAA), the Business Aviation Safety Summit (BASS) is held annually and provides a forum for examining safety matters of special concern to the business aviation community. You can participate as a presenter and share your ideas for improving aviation safety. In its 62nd year, BASS is recognized as the premier forum for the discussion and exchange of safety information for corporate and business aviation operators.

Submissions are due by **Friday, September 16, 2016**. Notification of acceptance or non-acceptance will be communicated by October 7. Inquiries about the call for papers or program design can be directed to the FSF technical department at technical@flightsafety.org.

Target Audience

BASS brings together business aerospace and aviation professionals primarily for people responsible for the following areas: safety in design, manufacturing, development, training, maintenance, operations, and regulatory affairs.

Presentation Topic Areas

The following topics can be considered as papers for presentations:

1. 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?

2. Sensory Illusions in Flight Operations

Somatogravic illusion is a well-documented phenomenon that becomes particularly apparent during 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?

3. Upset Recovery Training for Business Aviation

What activities have business aviation organizations undertaken to incorporate upset recovery as a part of their initial or recurrent training programs? What lessons have been learnt from organizations who have incorporated such training within their programs?

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Call for Papers (continued)

4. Lessons from Recent Accidents

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

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. New or Emerging Dangerous Goods Issues

Lithium batteries are well known as dangerous goods but what about other items that may be problematic with business aviation? What activities are being undertaken to identify items shipped inappropriately?

7. Appropriate Use of Automation

The increasing availability of automation within the flight decks of business aviation brings with it a known issue of dependency. How has crew training been adapted to address the issue of automation dependency? How do you recognize the point where the use of automation is no longer productive and it is time to simply fly the airplane? How has technology evolved in recognizing the unwanted side effects of increasing automation?

8. Human Performance

What new or emerging human performance issues are emerging within business aviation, especially with aircraft capable of long-range flight across multiple time zones and, perhaps, less familiar destinations? How does an increase in operational rate-of-effort for pilots affect human performance? What counter-measures have been developed to address the associated risks?

9. 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, LOC-I and CFIT? How does this technology assist with enhancing situational awareness?

Call for Papers

I wish to present a paper at the 2017 Business Aviation Safety Summit (BASS), May 4-5, 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.
- Confirmed speakers will be provided a complimentary registration but are 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 25-30 minutes.
- Notification of abstract acceptance or non-acceptance will be communicated by October 7.

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

Email: technical@flightsafety.org | Fax: +1 703.739.6708

A License Agreement to the Foundation is required for each selected presentation at the seminar. Submittal of an abstract confirms agreement that the author licenses use of the presentation/paper to the Foundation.

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