

Due Date  
Extended to  
April 15!

November 14–16  
Dubai

# IASS 2016

69th annual International Air Safety Summit

Organized by:



Hosted by:



## CALL FOR PAPERS

The Flight Safety Foundation is pleased to invite you to submit a paper for presentation at the 69th annual International Air Safety Summit (IASS), to be held in Dubai, UAE, November 14-16, 2016. Held annually since 1947, IASS is aviation's premier safety summit, drawing as many as 325 representatives from 50 or more countries to examine safety matters of special concern to the aviation community. The summit attracts professionals from air carriers, manufacturers and equipment suppliers, trainers, flight crews, maintenance personnel, industry executives, and regulators.

Submissions are due by Friday, April 15, 2016. Notification of acceptance or denial will be communicated during May 2016.

For a list of topic areas of interest and a submission form, please visit <[flightsafety.org/aviation-safety-seminars](http://flightsafety.org/aviation-safety-seminars)>.

Inquiries regarding the submission process can be sent to [technical@flightsafety.org](mailto:technical@flightsafety.org) or by calling +1.703.739.6700.

# CALL FOR PAPERS



## The Foundation is seeking papers for the following topics:

**Approach and landing accidents:** Approach and landing is a broader phase of flight that contributes to 65% of aviation accidents. This includes runway excursions, CFIT on approach, landing short, hard landings, and landing gear collapse, to name a few. What more can be done, either through training or with the use of technological solutions to help reduce these accidents?

**Automation on the flight deck:** Increasing reliance on automation on the flight deck brings about a loss of manual flying skills. Is there a loss of other skills due to computerized flight management systems or other modern devices designed to assist with workload management?

**Back to basics:** Many accident reports continue to cite contributing factors such as procedural non-compliance, poor decision-making, poor monitoring, and inadequate training. What initiatives have been undertaken by airlines and other organizations to address these issues?

**Benefits and challenges of Electronic Flight Bags (EFBs):** EFBs have been introduced by a number of airlines and aircraft operators around the world. What are the benefits, limitations, and challenges that have been identified since their introduction?

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

**Cyber security:** This is an emerging area of interest given the reliance on modern technology by, not only commercial aircraft, but helicopters and UAS. What are the current cyber threats impacting our industry, and what mitigations can be effective to help reduce risk? What innovative solutions from a holistic “people, process and technology” perspective can build trust in flight safety?

**Evolution of safety skills, knowledge, and analysis:** The term ‘big data’ is often cited in publications and seminars. What exactly is ‘big data’ and what is it comprised of? How can it be used to assist with risk mitigation regionally and globally?

**Higher-risk operations:** There are a number of activities involving both fixed and rotary-wing aircraft that involve a higher exposure to risks than typical commercial fixed-wing operations. What are some of these higher risk activities and how are they being managed by the aircraft operators? What experiences and lessons learned can help improve aviation safety for others in the industry?

**Safe integration of Unmanned Aircraft Systems (UAS) in different airspaces:** The rapid growth of UAS pose 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?

**Turboprop operations:** This sector of the industry continues to attract higher rates of accidents than the commercial jet transport sector, especially in terms of LOC-I and CFIT. What are some of the mitigation strategies that turboprop operators have established to address risks and other challenges involved with their operations?

**SUBMISSION DEADLINE: FRIDAY, APRIL 15, 2016**

# CALL FOR PAPERS



During IASS 2016, the Foundation will also be conducting a one-day, parallel aviation safety in maintenance and engineering session/workshop focused on topics of specific interest to this segment of the industry. This session is planned for Tuesday, November 15th.

In addition to the topics listed above for IASS 2016, the Foundation invites potential speakers to submit a paper for presentation at this one-day session on any of the following topics:

- Human factors in maintenance, with case studies.
- Maintenance errors and mitigating strategies, with case studies.
- Fatigue risk management for maintenance.
- Quality control in maintenance.
- Ageing workforce and managing the demand for new maintenance personnel.
- Maintenance training issues.
- Safety leadership in maintenance.
- Transition to electronic records.
- Authenticity of electronic records.
- 3D printing in aviation.
- Repair of composite materials.
- Balancing quality management systems and safety management systems in MROs.

The submission deadline for the maintenance and engineering session/workshop is Friday, April 15, 2016.

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# CALL FOR PAPERS

I wish to present a paper at IASS 2016 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:

I am submitting this paper to be considered for presentation at the:  IASS  Maintenance and Engineering Parallel Session/workshop

## 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, April 15, 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 during May 2016.

**Complete this form and return it by Friday, April 15, 2016 to Flight Safety Foundation:**

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

**For a copy of this form, please visit [flightsafety.org/aviation-safety-seminars](http://flightsafety.org/aviation-safety-seminars).**