



CALL FOR PRESENTATIONS

Jointly presented by Flight Safety Foundation and 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. The BASS is recognized as the premier forum for the discussion and exchange of safety information for corporate and business aviation operators.

SUBMISSION DEADLINE: FRIDAY, SEPTEMBER 1, 2017

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The Foundation and NBAA are seeking presentations for BASS 2018 the following topics:

1. Go-Arounds and Energy Management

Conducting go-arounds from non-stabilized approaches is an important approach and landing safety risk mitigation strategy, yet compliance rates are poor. Moreover, the go-around maneuver itself is not without risk. What activities are being undertaken within the industry to address go-around risk and energy management and how is training for this conducted?

2. Safety Performance Indicators

Measuring improvement in performance is typically achieved through establishing and reviewing SPIs. But how do individual companies determine what to measure and why? How often is safety performance reviewed and what are some of the indicators that are used? How and when are changes to SPIs indicated?

3. Flight Attendants

The role of the corporate flight attendant is diverse and has important safety considerations. What role does the corporate flight attendant play in safety, both in-flight and on-ground? What are the biggest challenges faced by the corporate flight attendant and what support does your company provide?

4. Hangar and Ramp Safety

Workplace safety may be seen by some organizations as a secondary consideration to operational safety and yet workplace accidents and damage account for a significant cost to the industry. How do operators manage safety in the hangar and the ramp when carried out by their own people or by contractors? What are some examples of where positive workplace safety initiatives have led to tangible benefits for the organization?

5. Safety Leadership — Practical Approaches

Leadership in safety doesn't just come from the CEO, it also comes from personnel at all levels of the organization and through demonstrating positive safety behaviors. What are some of examples of actions or behaviors organizations have employed that have resulted in positive outcomes? How have these been recognized and rewarded? What lessons can be shared with others?

How do organizations manage their safety culture, particularly where they may have geographically diverse locations? How do they ensure that the safety culture is unified across all of their employees, irrespective of their role? How do organizations ensure that the message from the top is delivered throughout the organization in a consistent manner?

There is a growing trend in flight and technical crew turnover (people are retiring and others are being hired away). What are the best practices for selecting and transitioning new members of the team to manage both hiring and associated operational risks?

6. 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 incursion, LOC-I, and CFIT? How does the technology assist with enhancing situational awareness? How do other emergent technologies assist with managing the risk associated with human error?

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7. Human Performance

What new or emerging human performance issues are being seen within business aviation especially with aircraft capable of long-range flight across multiple time zones and, perhaps to 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?

8. Appropriate use of Automation

Judgment in tailoring the use and level of automation to the situation is a critical element in maximizing the safety of flight operations. Do Flight training Service Providers overemphasize the use of automation, particularly during courses of Initial Training?; When and to what level is it appropriate to automate during the takeoff/departure and arrival/approach/landing phases of flight?; How should such factors as low initial level off altitudes, step climbs/descents, speed constraints and system limitations affect decisions regarding the appropriate level of automation?; How should crews respond when the level of automation fails to produce the expected/desired result?

9. Lessons from Recent Accidents

Industry case studies of accidents are a valuable source of information. What lessons were learned from these events and what safety initiatives have been taken that show measured improvement?

10. Fatigue

What is the science behind fatigue management as it relates to error rates toward the end of long duty periods? What is the correlation between error rates and circadian rhythms? How is fatigue then managed in a practical sense for both flight crew and maintenance personnel?

Presentation proposals should include:

- an abstract of the topic of no more than 250 words with a brief title,
- a biography of the speaker of no more than 400 words, noting other seminars or conferences where they have presented,
- a headshot photo of the speaker suitable for publication on our website.

We also welcome papers of up to 2,000 words on topics that would be suitable for publication in our magazine and/or on our website.

Submissions are due by Friday, September 1, 2017. Notification of acceptance or denial will be communicated during late September.

For those whose topics are selected for BASS, PowerPoint presentations should include text size of at least 18 point.

Inquiries regarding the submission process can be sent to technical@flightsafety.org or by calling +1.703.739.6700

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I wish to deliver a presentation at BASS 2018 and have enclosed a brief (no more than 250 words) abstract of the proposed presentation, 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 business aviation industry 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 {date} and should include:
 - One page abstract (no more than 250 words)
 - Résumé or curriculum vitae
- Presentations 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 is between 20 and 25 minutes plus time for question and answer.
- Notification of abstract acceptance or denial will be communicated during late September.

Note: Registration is free for speakers

**Complete this form and return it by Friday, September 1, 2017 to Flight Safety Foundation:
Email: technical@flightsafety.org | Fax: +1 703.739.6708**