

SEATTLE, WA | NOVEMBER 12-14

71ST ANNUAL  
INTERNATIONAL AIR SAFETY SUMMIT  
**IASS 2018**

ORGANIZED BY:

**FLIGHT  
SAFETY**  
FOUNDATION



## CALL FOR PRESENTATIONS

Flight Safety Foundation is set to hold its 71st annual International Air Safety Summit (IASS 2018) in Seattle, Washington, U.S., on November 12-14. Held every year since 1947, IASS is aviation's premier safety summit, drawing over 300 representatives from 50 or more countries to examine safety matters of special concern to the aviation community. The summit attracts professionals from across the aviation industry, including air carriers, helicopter operators, manufacturers and equipment suppliers, trainers, flight crews, maintenance personnel, industry executives, and regulators.

Submissions of abstracts are due by Friday, March 30. Notification of acceptance of submissions will be communicated during late April.

On day two of this year's event, in addition to the general session, we again will be conducting a parallel session on topics of specific interest to maintenance and engineering personnel.

Although we do not want to limit possible topics, we are particularly interested in submissions that migrate across the broad areas of focus and special topics outlined in the following pages.

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## RETURN ON SAFETY INVESTMENT

Improving safety takes time — for study of past failures, monitoring the safety of daily operations, and creative and proactive analysis of the biggest risks facing the aviation industry. Safety has tremendous value, and we must recognize both costs and benefits that go into making the commercial aviation industry the safest form of transportation.

**Topics to include:** How do we do a cost justifications analysis? Who pays for the improvements we make? Are we looking at improvements like investments? Do we know the value that is created? Do we know the costs across flight operations, maintenance, ground handling, air traffic management and airports? Are we dealing with the biggest risks in the industry? Are we understanding the true value of safety? What are the success stories?

## CHALLENGES

The road to making safety improvements can be full of challenges. Even the most prolific safety professionals have had challenges and struggled to achieve effective change. Improvements take time, a well-organized plan backed by sound research and analysis, support from various agents that oversee operations, finances, and oversight.

**Topics to include:** Implementing improvement plans. Compliance challenges. Failure to follow procedures. Are we conducting the right oversight? Can we quantify our safety improvements? How do we justify the costs? How do I advance safety within my company? How do we advance safety within the industry? How can we measure and validate the advancement? What is the balance between practical and theoretical approaches? Oversight is a real challenge; how do we apply practical, effective, oversight?

## COLLABORATION/INTEGRATION/COMMUNICATION

Improvements in safety are not made in isolation but in cooperation with others, sometimes between departments within an airline or between stakeholders across the industry. We need to collaborate on what solutions have the most impact, integrate our plans for implementation and communicate regularly. Distinct from safety communication is operational communications, in which operational disciplines, such as ground, flight and cabin operations; maintenance; air traffic management; system operations; and security all intersect.

**Topics to include:** Strategies to improve communications between company disciplines. Techniques and processes from industries such as medical, rail, mining, hydroelectric and technology. Are we learning from real case studies and accident investigations? Have we considered wide viewpoints and perspectives? Are we considering the other safety partners in maintenance/ground/air traffic control/flight operations and security?

**SUBMISSION DEADLINE: FRIDAY, MARCH 30, 2018**

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## HUMAN ELEMENT

Many technological developments aid human performance, but errors are still possible and humans will remain in the loop for many years to come. We must continue to better understand how and why humans behave the way they do in different situations and under different conditions.

**Topics to include:** Fatigue. Digital natives (people who have grown up in the age of digital technology) and how they behave differently from previous generations. Human factors issues, human performance capability and limitations, and the psychology of noncompliance. Also, what drives compliance and system and process design?

## FUTURE THREATS/OPPORTUNITIES

Some issues that may threaten future operations likely have not shown up in past accidents and failures. We need to plan how to protect ourselves from these threats. Early recognition of these issues creates an opportunity to act and prevent disastrous results.

**Topics to include:** What are the future threats, and what are the opportunities to mitigate them? Who is looking out five, 10, 25 or even 50 years? How are they doing it: what tools are they using and what are they seeing? Can we collaborate with other industries? What type of new distractions will we see? What are the threats/challenges posed by unmanned and autonomous operations? Are we doing the right predictive analyses? How will we handle system capacity issues?

## FREE DISCUSSION

Ideas and greater understanding often come from discussions in which individuals learn from each other. Even after some of the best presentations, there are questions and issues to discuss that bring understanding to a new level. Our conference will include time to make these connections between people and discuss important safety developments. Presenters will be asked to make themselves available in a “speakers’ corner” following their presentations.

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## MAINTENANCE-RELATED FOCUS AREAS

For the parallel maintenance session, we would like to invite potential speakers to submit abstracts for presentations on the above topics as they relate to maintenance, as well any of the following topics:

- Failure to follow procedures: No engineer or mechanic wants to violate procedure, so why does it happen?
- Topics to include: How do factors such as work environment, documentation, fatigue and training impact compliance with procedures? What other factors exist and what can be done to minimize procedural failures within those areas?
- Oversight/Quality Programs: Second set of eyes, double inspection systems and contract maintenance.
- Topics to include: How can effective oversight be encouraged in a maintenance domain characterized by widespread geographic and program diversity? What are the responsibilities of the operator vs. the regulator vs. the maintenance organization?
- Professionalism: "While rushing to avoid a delay ..."

**Topics to include:** Awareness of responsibilities, resilience, communication and complacency. Ensuring the best "fix" through open and effective communication with flight crews and supervisors. Use of all available tools, data and resources should be standard practice when maintaining aircraft.

### 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; and,
- An example last slide on the conclusions for your presentation.
- We also welcome papers on topics that would be suitable for publication in our magazine and/or on our website.
- For those whose topics are selected for IASS, PowerPoint presentations should include text size of at least 18 points.

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

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# CALL FOR PRESENTATIONS

I wish to present a paper at IASS 2018 and have enclosed a brief (no more than 250 words) abstract of the proposed paper, plus a resume or curriculum vitae 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 2018  Maintenance Day 2

## Learning/Skills Objectives

What will participants learn and what skills will they gain or enhance by attending your presentation? What will they be able to take back to their organization?

## Intended Audience

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

Author's Name:

Position:

Organization:

Telephone:

Email:

- Abstracts must be submitted to Flight Safety Foundation by Friday, March 30, 2018, and should include:
  - One page abstract (no more than 250 words in English);
  - Resume or curriculum vitae; and,
  - The completed presenter information form above.
- Presentations will be selected on the basis of content and applicability.
- Each presenter will be responsible for his or her own travel and accommodation costs. Summit entry fees are waived for all presenters.
- 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 late April 2018.

**Complete this form and return it by Friday, March 30, 2018, 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/event/iass2018](http://flightsafety.org/event/iass2018).**