

Day	Session		Presenters
1 joint	Opening	Where have we come from and where are we going in safety and technology, where the foundation is putting its energy and what the industry is using to advance its capability	Board Chair Jon Hamilton, CEO Jon Beatty, Keynote speaker: Chief Technical Officer - Boeing Company - Greg Hyslop
	Mid Morning	State of the World on Safety Performance and how we are keeping the safety performance hazard and risk informtion	Jim Burin / Mark Millam, IATA Safety Group rep Panel of Legal Experts on safety information protection including Kenn Quinn, Allison Kendrick, Dr. Jonathan Aleck, Gerard Forlin and Stephen Marks
	Early Afternoon	Achieving One Level of Safety across the airspace and operations. Examing the challenges of similar performance between Cargo and Passenger Operations, integrating UAS within the airspace and achieving the performance levels for exceeding expectations.	Richard Hughley on Cargo and Passenger Operations , Airbus on its 10X program, Shiela Conway on Autonomous and RPV
	Late Afternoon	Return on Safety Investments - We all have to spend money wisely and get the best return on our investments in safety. Where do we turn to understand short term and long term gains?	Panel with Insurance Underwriters and other operational experts on managing change

2 F/Os	Early Morning	Technology in Safety and Training our Pilots for the best results in Operations, from eye tracking to EBT efforts	Futurist, Dahlstrom Cameron Nolan, Capt Andy Mitchell,
	Mid Morning	Operational Hazards and Risks we can face or we all must handle day in and out. Addressing Icing Conditions and other weather and high altitude phenomenon.	Melissa Bravin and other manufacturers panel
	Early Afternoon	The accident investigation results still contribute to safety despite the industry's excellent performance. Ideas about continued operational safety, 20 years after swiss air accident and its impact on todays safety, technology in aviation accidents - friend or foe,	Gregory Borsari, Kathy Fox, Katherine Wilson
	Late Afternoon	Runway safety includes both lining up and using the correct surfaces at the right time & the successful landings and takeoff operations. While it doesn't happen often we need to safeguard against the landing or taking off in the wrong place OR not stopping when and where we need to. The incidents that have almost created an accident are as important to learn from as the accidents.	Panel with FAA / NTSB / Air Canada / OEMs
2 Mtc	Early Morning	TBD throughout the day - Following the procedures and correcting what is wrong, safety reporting systems with mechanics, fatigue issues affecting the workforce through several shifts, technology to help technicians become more efficient and reliable, managing the MEL and turnover safely, and others	TBD airline, MROs, manufacturers, academia,
	Mid Morning	TBD - an area as deccribed above	
	Early Afternoon	TBD - an area as deccribed above	
	Late Afternoon	TBD - an area as deccribed above	

3 - Joint	Early Morning	Investigating behind the scenes on operations. Little Error, Big Risk: SFO Risk of Runway Overrun on Takeoff from Airport runway analysis and FOQA experiences, Advancing and Assessing Pilot Competencies with Mid-Fidelity Simulation, How will Pilots and Future Systems Interact?	Niel Raaz - American, Nicklas Dahlstrom, Mark Cameron, Richard Kennedy, Kathy Abbott
	Mid Morning	Industry Knowledge Building between stakeholders - Common Aviation Risk Models – An International Collaboration to Share Risk Knowledge, FSF safety knowledge management activities, FSF Global Safety Information Project/Program	Bob Dodd, Tzvetomir Blajev, Mark Millam
	Early Afternoon	Data Analytics and Sharing, Harnessing data analytics to discover risks threatening future operations and design mitigation plans, Data Sharing: Beyond ASAP and FOQA, Safety Performance and Analytics	PANAYIOTIS (PANOS)NICOLAOU, Steve Jangelis, Wally Feerrar - MITRE
	Late Afternoon	Fatigue, Human Factors, and Managing Safety Culture - knowing how normal behaviors can be predictable across the population of pilots and other staff. Programs that respect the individuals integrity and capability will help to bring out the best performance	Matt Humlie, DAI WHITTINGHAM, Chris Drew
	Closing		Jon Beatty