MAY 2-3

DENVER, COLORADO

64TH ANNUAL BUSINESS AVIATION SAFETY SUMMIT

BASS 2019

FLIGHT SAFETY FOUNDATION

NBAA

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: October 12, 2018

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The Foundation is seeking BASS 2019 presentations on the following topics:

1. **Runway incursions and excursions**
   Runway safety–related events do not account for many fatal accidents, but they do represent one of the highest risk occurrence categories. Each incursion and excursion has the potential to cause harm to passengers and equipment. What are the factors that may contribute to runway misalignment on approach or confusion at the airport? What hazardous conditions must crews be aware of during operations? What airport risk assessments are being conducted to drive mitigations during operations?

2. **Go-arounds and energy management**
   Conducting a go-around from a non-stabilized approach 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?

3. **Analysis of accident trends and causal factors as they relate to business aviation**
   The International Civil Aviation Organization recognizes three kinds of operations — commercial air transport, general aviation and aerial work. In some places in the world, business aviation is defined as the use of any general aviation aircraft for a business purpose, which makes it difficult to accurately show business aviation accidents trends because of the lack of accurate exposure data, like flight hours or cycles. What are the potential trends and recent causal factors seen in business aviation accidents and incidents, and how are they different from causal factors in commercial aviation?

4. **Implementation challenges and analysis from flight data monitoring (FDM) and corporate flight operational quality assurance (C-FOQA) programs**
   Describe the value of implementing FDM/C-FOQA programs in business aviation. The Foundation is promoting the sharing of data through these types of programs, which are more attainable now than in years past. How can we measure the C-FOQA implementation rate today? What does it take to implement these programs, and how can the Foundation engage with C-FOQA/FDM data experts to share the greatest analytics and trending results?

5. **Safety performance indicators (SPIs)**
   Measuring improvement in safety performance typically is achieved through establishing and reviewing SPIs. How do individual companies determine what to measure and why? How are these utilized as part of the company's overall goals and objectives? How and when are changes to SPIs initiated?

6. **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 the ground? What are the biggest challenges faced by the corporate flight attendant and what support does your company provide?

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7. **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 on the ramp, where work may be carried out by an operator's employees or by contractors? What are some examples of occasions in which positive workplace safety initiatives have led to tangible benefits for the organization?

8. **Measuring the effectiveness of training**
   We are looking for examples of training that has proven to be effective whether it was newly introduced or has been in place for many years. How do you know it's working and how do you know it improves operations? What are some of the key issues covered when it comes to managing an actual emergency?

9. **Practical approaches to safety leadership**
   Safety leadership doesn't just come from the CEO, it also comes from personnel at all levels of the organization and through demonstrating positive safety behaviors. Connecting with each level of the organization can be challenging, particularly across generations, operational departments and geographic locations. How can we influence both younger and older generations, new and seasoned employees, maintenance and flight ops, local and remote locations, national and international operations that can have positive effects on safety?

10. **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, loss of control–in flight and controlled flight into terrain? How does the technology assist with enhancing situational awareness? As several nations implement ADS-B data in their air traffic operations, what risks will we need to have a heightened awareness of? How do other emergent technologies assist with managing the risk associated with human error?

11. **Managing emergency response plans**
    If our best laid plans to improve safety fail us and a tragic accident takes place, how do we prepare for addressing media, managing situation controls, launching go teams, starting the initial investigative work?

12. **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 initial training? When, and to what level, is it appropriate to use automation 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?

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13. **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 implemented that show measured improvement?

14. **Fatigue**
    What is the science behind fatigue management as it relates to error rates toward the end of long duty periods? How is fatigue managed in a practical sense for both flight crew and maintenance personnel? What are the latest enhancements to fatigue risk management systems and interfaces with the overall safety management system?

Presentation proposals should include:

- An abstract of the topic of no more than 250 words with a brief title;
- A conclusion slide containing the main points of the summary of your presentation;
- A biography of the speaker of no more than 400 words, noting other seminars or conferences where they have presented; and,
- 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, October 12, 2018. Notification of acceptance or denial will be communicated during late October.

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

Inquiries regarding the submission process can be sent to technical@flightsafety.org, or call +1.703.739.6700 x 117.

Note: Registration is free for speakers

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I wish to deliver a presentation at BASS 2019 and have enclosed a brief (no more than 250 words) abstract of the proposed presentation, a conclusion slide, plus a résumé or curriculum vitae 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); and,
  - 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 questions and answers.
- Notification of abstract acceptance or denial will be communicated during late October.

Complete this form and return it by October 12, 2018 to Flight Safety Foundation:
Email: technical@flightsafety.org | Fax: +1 703.739.6708