65TH ANNUAL BUSINESS AVIATION SAFETY SUMMIT

BASS 2020

SAVANNAH, GEORGIA | APRIL 29–30

Call for Presentations

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

FLIGHT SAFETY FOUNDATION

NBAA

Submission deadline: Sept. 20, 2019

The Foundation is seeking BASS 2020 presentations on the following topics:

Operational fatigue risk management

What are the best practices across each technical and operational area for business operations — not just for flight operations but also for maintenance, dispatch, flight attendants and pilots. What IS-BAO auditing standards apply to fatigue risk management systems, and how are they integrated across operational areas? What operational areas need to advance further, based on known threats? We would like to hear from the actual fatigue risk managers or operations managers on decision making under various circumstances.

Helpful practice for the individual on maintaining fitness for duty

What does the medical community recommend for all front-line staff? What is the latest information about use of caffeine and sleep aids, and what are the challenges within the existing regulatory policy? What is being practiced around the world in terms of controlled rest? How do you know when you're most likely to suffer from fatigue during upcoming work periods? What are some of the latest studies on getting the most out of a sleep opportunity?

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. What opportunities are there to improve safety performance to guard against loss of control–in flight and runway excursions? How are these applied to low-time pilots? 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 crews respond when the level of automation fails to produce the expected/desired result?

Managing emergency response plans and business continuity 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? What are some of the best drill scenarios and how are they managed across the interfaces that will actually be activated after an accident? What are the top three things that are most important to manage during the initial response to an accident?

Safety reporting investigative work

When a close call occurs, an organization with a good safety culture expects and gets safety reports from its employees. The information from the employee reporting the event might only be part of the story. These same organizations know when there is more to examine than simply one source of data. How do these organizations combine what is known from the report with other good sources of safety data such as flight data monitoring programs (or flight operational quality assurance) and other independent data? What scenarios can be identified from the data that have actually led to a reduction in events?

Ground handling safety for FBOs

Ground handling services are important to keep aircraft flying. When it comes to the quality of the work, how does the customer set high expectations and stay on top of them? What specific risk management processes are practiced? How does an operator or airport stay on top of fueling issues? How does an airport set up its tenant requirements and make good competency judgements in a non-regulated environment?

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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 to have positive effects on safety?

We believe there may be other relevant topics affecting the business aviation industry, and in consulting with safety experts in the industry, we may be interested in other topics that are current and long-standing risks, including:

- The risk from the limitations of the NOTAM system;
- Regional safety risk issues — regional safety roundtable presentations;
- Risks in pilot communications with dispatch/cabin/ground crews;
- Risks ahead in urban air mobility and supersonic transport — safety being addressed in advance of the next generation of transportation;
- Liability issues related to accidents/incidents in foreign countries;
- NBAA Top 7 Safety Issues — what improvements are under way on any of these?
- What can business aviation learn from the Boeing 737 MAX accidents?
- Security risks around the world;
- Risks that can be solved by innovation through new technology; and,
- Real-time response for medical emergencies.

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, Sep 20, 2019. 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.

Please note: Registration is free for speakers

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Presentation Proposal Submission Form

I wish to deliver a presentation at BASS 2020 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 Sept. 20, 2019, 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 Sept. 20, 2019, to Flight Safety Foundation:
Email: technical@flightsafety.org | Fax: +1 703.739.6708