

73RD ANNUAL INTERNATIONAL AIR SAFETY SUMMIT IASS 2020

Call for Presentations

Flight Safety Foundation's International Air Safety Summit (IASS), which has been held every year since 1947, will not be carried out as planned in Paris due to health concerns and expected travel restrictions related to the COVID-19 pandemic. But we plan to conduct the summit virtually. Aviation's premier safety summit, drawing scores of industry participants from over 50 countries, will expand its reach this year via a global web broadcast.

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. The Summit's discussions this year will expand to include consideration of how to maintain a safety focus in the face of broader industry concerns in reconstituting operations post-COVID-19, in what will be a significantly changed commercial aviation environment.

Submissions of abstracts are due by June 12, 2020. Notification of acceptance of submissions will be communicated by the end of June.

We will hold either a dedicated session on issues arising from the COVID-19 pandemic response and recovery efforts or address COVID-19 interspersed throughout the event. Given the unprecedented scope and impact of the pandemic, we also expect aspects of its challenges, issues and lessons learned to arise during discussions of other aviation safety issues on the summit's agenda.

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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 address the broad areas of focus and special topics outlined in the following pages.

COVID-19 PANDEMIC

As the industry reconstitutes operations after the pandemic, we are facing a significantly altered landscape. A number of operators will have ceased business permanently. Others will resume, at least initially, on a much-reduced scale - fewer routes, flights, crews, and aircraft. Many aircraft will be put back in operation from storage. There will be numerous challenges in safely resuming and then sustaining operations.

There are lessons to be learned from how the aviation community has reacted and will still be reacting when the Summit takes place, to what is for many an existential crisis. Individual operators, regulators, service providers, and international coordination mechanisms have all had to change at least some facets of their operations and processes. We are interested in hearing about what has had to be changed - what works, what doesn't, what needs to be different going forward. Are there opportunities in these changes to advance any safety improvements?

Discussion topics in this area of focus include:

Organizational Challenges and Lessons Learned

- Enterprise risk management - what works, what's missing in identifying and mitigating risks that threaten the existence of the industry from pandemic events.
- Resilience - how to adjust the organization to maintain command and control while maintaining safety

Operational Challenges

- How to implement widespread operational health safety measures while maintaining aviation safety:
 - Development/implementation of modified flight crew, cabin crew and maintenance procedures, in light of medical guidance on sanitizing, disinfecting and social distancing.
- Actions to coordinate harmonized COVID19 protective procedures across international operations.
- Tactical Risk Management - uses of the Flight Safety Foundation Pandemic Roadmap.
- Training - what ground and simulator training protocols have been used (use of personal protective equipment (PPE), distancing, sanitizing, use of headsets, oxygen masks, etc.) and the ongoing effect on training quality/realism.
- Non-Revenue Flying Operations (NRFO) and Non-Standard Flight Operations- risks and mitigations for aircraft movements (e.g. positioning flights to and from storage without passengers or flight attendants). Areas to address include cabin readiness, NRFO

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checklists, possible training?

Medical Concerns

- Stress management - the *content* and the *pace* of changes in flight rules, social distancing, and basic familiar patterns put increased stress on flight, cabin and ground crews.
 - Ways increased stress have been addressed/potentially mitigated for crews and maintenance personnel, and how to share (and scale) initiatives and lessons learned.
- Actions to develop harmonized COVID19 protective procedures across international operations.

Continuity of Operations

- Discussion of experiences with the provision and use of PPE for airline staff. What should be the practice(s) going forward?
- What works and what needs to change in policies and procedures “above and below the wing”, and interaction between the two, e.g. aircraft cabin entry and flight deck entry by ground and cabin crews?
- Is there a need to implement regular continuity of operations simulation exercises in some segments of industry?

Broad Stakeholder Perspectives

- Safety Regulator perspectives on challenges across the aviation spectrum.
- Air Navigation Service Provider perspectives on flight operations challenges.
- Airport Operator perspectives on flight operations challenges.
- International perspectives - what do international aviation organizations see as the main safety-related challenges in the pandemic?

Humanitarian Response

- What are the priorities in humanitarian flight operations (evacuations, medical supplies transport, etc.?) What, if any, priority justifies accepting increased safety risks? What do we know about the key risks and mitigations experienced during this pandemic?

STATE OF THE INDUSTRY

We also need to look beyond the immediate pandemic-focused horizon. We will, as always, have a recap of safety performance from the perspective of accident and incident events of the past year. But the state of the industry is determined by looking at more than the number of lives lost in accidents; other measures are the millions of successful flights as well as how the industry is changing and how the challenges before us have evolved.

We have yet to see the results of the design, certification and, ultimately, the worldwide regulatory approval for the Boeing 737 MAX to return to service; we know that environmental concerns are greater than ever; and we know that ground operational accidents and incidents have led to high insurance claims that – while few are related to fatal injury or harm –continue to grow. In addition, this past year marks the introduction of the International Civil Aviation Organization’s (ICAO’s) Global Aviation Safety Plan (GASP) and Global Aviation Navigation Plan

(GANP) for 2020-2022. We welcome presentations that recognize the performance results and industry conditions that set the challenge in achieving our industry's desired performance.

CONNECTING THE WORLD'S SAFETY ACTION PLANS AND OUTCOMES FROM OTHER SAFETY CONFERENCES

We know this international safety event is informed by many other experts and forums that discuss safety challenges and opportunities. We encourage those involved in hosting or speaking at other safety industry events to share their outcomes with the IASS. We know publicly available documents like the GASP/GANP have laid out action plans or roadmaps for the industry. When it comes to other conferences, we need to hear many of the conclusions from that event and other events.

CRISIS MANAGEMENT AFTER AN ACCIDENT

Last year's panel discussed the ways that timely and accurate information must flow during the course of an accident investigation and whether there are obstacles to providing reliable information that concerns the traveling public, other operators in the industry, other regulators and pilots. Some suggest improvements can be made to Annex 13, and others suggest we just need to improve our practices while carrying out Annex 13. We are looking for good examples of where action can be taken, even as the investigation forms and evidence is gathered, while assuring that investigation information is not used as a means to criminalize unfortunate actions of well-intended individuals and organizations.

SAFETY DATA SHARING BEST PRACTICES

There are great examples in the world of organizations that examine safety risks well ahead of a potential accident and actions are taken to prevent loss of life and equipment. We would like to hear more about where those lessons are learned and how the industry best shares this information so that it leads to actions that spread safety around the globe. If the industry ever has a year or more without any fatal accidents, we will have to share this information on a broader scale; how can that be done without a global plan and an implementation strategy?

SMS Practices

Where do we have tangible lessons of the past that can be shared for the benefit of those new to safety management systems (SMS) and the business of safety across all operational areas – not just flying? Where can we show the needle has been moved on safety through changes to programs and SOPs? Where has training made behavioral changes that had lasting effects?

Resilience Engineering

We can't just rely on learning from the bad things that happen and trying to avoid them. We must also learn from our visions and expectations so that our processes are resilient in the face of many different hazards and risks. We encourage stories and research that highlight actual implementation of this approach to safety improvement.

Quantification on Safety

Analytics on safety are improving every day. We are looking for the kind of dashboards that can tell us in real time how we are managing the risks in aviation and the

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effectiveness of our safety management system processes. Often this information comes from greater research on safety performance monitoring, but it can also come from effective practices that already have been implemented. Publicly available sources (like ADS-B) may help us in better monitoring safety performance.

CIVILIAN FLIGHTS IN CONFLICT ZONES

The world needs to establish and maintain air defense corridors that are respected by the military forces of all nations. Having lost two airliners in the last 10 years during military conflicts is not acceptable. Beyond this, there needs to be information that helps make risk-based decisions for managing flight paths and avoiding conflict zones, yet the information is not always coordinated with a methodical approach throughout the industry. ICAO has a risk assessment manual for civil aircraft operations over or near conflict zones (Ref Doc 10084), but is this really enough?

FLIGHT OPERATIONAL ISSUES

The attention to flying operations by pilots and air traffic control can often become the last line of defense against an accident or incident. We need to be fully prepared for these conditions well in advance of the decision point or action initiation. This area includes familiar topics such as:

Thrust Management/Thrust Awareness

Accident reports often refer to lack of thrust management, (combined with manual flying skills in some way), and we need to exercise good practices as a stopgap measure until manufacturers can produce effective energy management warning systems.

Upset Recovery

We are seeking presentations from airlines, not just training services, on what has been accomplished in this area, along with evidence of the benefits of training, a post-event review of an event that was handled well, and an acknowledgment of what could have gone wrong. It is important to hear about near misses from as many airlines as possible so that we don't keep the lessons learned hidden from others.

Other In-flight Hazards

This includes events like icing crystals, turbulence events and other problems involving weather conditions.

Air Traffic Control Safety

This includes a summary of the top five safety issues facing air traffic control (ATC) in different regions of the world, close calls through air proximity events and other pilot/controller communication problems.

Airport Safety

This includes runway surface contamination and managing runway deceleration, airport construction issues and runway incursion prevention efforts.

ADDRESSING THE HUMAN ISSUES IMPACTING SAFETY

As long as there are humans performing the work, we will be susceptible to human limitations. We encourage presentations that teach us about these limitations and what can be done to protect against any limitations becoming a significant problem. This includes issues

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surrounding pilot mental health, human factors in general and fatigue everywhere in an operation – cockpit, cabin, ground, control towers, etc.

EMERGING TECHNOLOGIES — HOW CAN THEY HELP IMPROVE SAFETY?

As systems and technology have advanced, we have experienced great improvements in safety. There is every reason to believe this will continue, and yet we still must understand that introducing new technology can come with its own risk. We look forward to presentations that tell us more about artificial intelligence adoption and integration and about augmented reality tools for conducting maintenance and inspection.

THE NEXT GENERATION OF AVIATION SAFETY PROFESSIONALS

We know the success of our industry continues to rely on getting highly qualified and capable professionals for so many front line and managerial positions. How we attract those individuals will help us reach new levels of performance. In addition, for this year's program, we are seeking proposals – perhaps from a college aviation program – to establish a competition among students that would lead to presentation of a scholarship, or some similar academic award. We seek to receive proposals on how this might be carried out, with final awards to be presented at IASS.

REGULATORS STATE SAFETY PROGRAM IMPLEMENTATION

Many of the world's civil aviation authorities are working to improve or design and implement their state safety programs as depicted in the ICAO GASP. We would like to learn more about their experiences from their surveillance work and the certification process recommendations from the Joint Authorities Technical Review and U.S. Department of Transportation study, both released within the last few months. How are they monitoring their own countries' successes through the use of safety performance indicators using combinations of leading and lagging indicators?

OTHER INDUSTRY SECTORS

Unmanned Operations

The opportunities for expanding the aviation world and airspace for many industries to improve the world also introduces some integration issues that we must ensure are considered from a change management perspective. We are sure to have sessions within our event program that cover UAS, whether remotely piloted or autonomous, and example cases where this has been successfully adopted at Airports and in cooperation and coordination with other stakeholders.

Helicopter Safety

We were questioned about the lack of coverage for helicopter operations in our last IASS. We want to know more about the development of SMS within this sector, along with maintaining a healthy safety culture, the use of dynamic decision making in risk management and the results/findings of recent accident investigations.

OTHER IMPORTANT AIRLINE OPERATIONS

Cabin Air Quality

The cabin environment is a crowded space in today's operations. How can we be assured the air quality isn't introducing something that negatively affects our health?

Below-the-wing issues

A lot of activity goes into preparing an aircraft prior to takeoff, including ground crew vehicle congestion and constant movement, pushback procedures, ground vehicle runway incursions, and changing ground handling staff. How are we attempting to keep these operations just as safe on the ground as in the sky?

Use of tablets and other maintenance tools

The industry is facing multiple challenges in complying with often highly technical procedures, improving efficiency and reducing maintenance errors. Are we improving operations when tablets and other high-tech maintenance tools are introduced?



Presentation Proposal Submission Form

I wish to present a paper at IASS 2020 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: _____

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 June 12th and should include:

- One page abstract (no more than 250 words in English);
- A final slide from the presentation, listing conclusions;
- A biography of the speaker of no more than 400 words, noting other seminars or conferences where they have presented; and,
- The completed presenter information form, above.

Presentations will be selected on the basis of content and applicability. Presenters should be aware of the following:

- Summit entry fees are waived for all presenters. Presenters will present papers virtually and must have the proper IT equipment, including computer cameras, and high-speed internet connectivity.
- Presentation duration, which includes time for question and answer, is approximately 30 minutes.
- Submittal of an abstract or paper implies agreement that the author shall grant a non-exclusive license to the Foundation for publication.
- PowerPoint presentations should include text size of at least 18 points.
- Notification of abstract acceptance or denial will be communicated by the Foundation.

Complete this form and return it by Friday, June 12, 2020, to Flight Safety Foundation: Email: technical@flightsafety.org | Fax: +1 703.739.6708