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2012 Air Charter Safety Symposium

February 28-29, 2012
NTSB Training Center, Dulles, VA

AIR CHARTER
SAFETY
FOUNDATION

www.acsf.aero/symposium

2012 Air Charter Symposium

The Air Charter Safety Symposium is the premier event focusing on safety. The symposium is a must-attend event to learn the latest developments in the industry.

February 28, 2012

9:00 a.m. – 10:00 a.m.

Registration and Coffee & Beverage Service

10:00 a.m. – 10:30 a.m.

Welcome Remarks

*Mr. James Christiansen, Chairman
Air Charter Safety Foundation*

10:30 a.m. – 12:00 noon

Keynote Speaker

*Dr. Tony Kern, CEO
Convergent Performance*

“Empowered Accountability,” a 90-minute program taught by Convergent Performance CEO Dr. Tony Kern, provides participants with the background knowledge and tools to reduce costly errors significantly, plus it targets the most important aspects of the human performance equation — compliance and accountability. It introduces the concept of Empowered Accountability and teaches each individual a new level of personal responsibility and accountability. When you are equipped with the knowledge and tools for improvement, you can continually practice precision inside daily operations, both on and off the job. This course provides you with a performance improvement “life skill” you can take to work. Dr. Kern’s high energy and entertaining presentation is a call to action and includes multiple concepts for immediate implementation to improve performance at an individual level and improve levels of engagement for all employees.

Noon – 1:30 p.m.

Lunch (included with all registrations) & TWA 800 Briefing & Tour

*Dr. Paul Schuda, Associate Managing Director
NTSB Training Center*

The Air Charter Safety Symposium will include a briefing and walk-through of the TWA 800 reconstruction. TWA 800 is the Boeing 747 that exploded mid-air and crashed on July 17, 1996, in the Atlantic Ocean after departing John F. Kennedy International Airport. A reconstructed portion of the TWA 800 fuselage is housed at the NTSB Training Center as an educational tool for accident investigators and aviation safety professionals. The Symposium provides a rare opportunity for attendees to learn the value of reconstruction in the prevention of future accidents. NTSB’s Dr. Schuda will conduct tours during the lunch hour.

1:30 p.m. – 2:30 p.m.

Fire Safety

*Mr. Jeff Hare, President
J. Hare Safety and Survival Systems*

J. Hare Safety & Survival Systems has over 25 years experience in providing customized in-house safety, survival and medical training for corporate, commercial and military flight departments worldwide. Mr. Hare’s presentation will focus on fire safety, including the risks of cabin fires from electronic devices.

2:30 p.m. – 3:30 p.m.

Business Aircraft Accident Analysis

*Mr. Robert E. Breiling, Owner
Robert E. Breiling Associates, Inc.*

Robert E. Breiling has been compiling and analyzing business turbine aircraft accidents since bizjets were introduced in the 1960s. Mr. Breiling’s company offers detailed summaries of 2010 turbine aircraft accidents and analysis of individual turbine aircraft accidents since the aircraft’s introduction. Much can be learned by pilots and operators from these reviews that not only identify in detail all accidents and incidents, but also where and how the occurrences are happening, their cause and the critical phases of operation of each aircraft model.

3:30 p.m. – 3:45 p.m.

Refreshment Break

3:45 p.m. – 5:00 p.m.

Crew Resource Management

*Mr. Shannon Forrest, CRM Program Manager
FlightSafety International*

Crew Resource Management (CRM) deficiencies are often cited as causal or contributory factors in incidents and accidents. Still, some critics contend that CRM is subjective and cannot be effectively documented and evaluated. The presentation will discuss the benefits of developing, standardizing, and evaluating a CRM program for Part 135 operators. This session is scenario based in that participants will view a crew in action, drawing conclusions based on the observed behavior. Topics discussed will include situational awareness, decision making, workload management and task prioritization, monitoring and cross-checking, and fatigue and stress management.

5:00 p.m. – 8:00 p.m.

Networking Dinner at Parallel Bistro Restaurant

(transportation provided from NTSB Training Center)

Safety Symposium

ety in the on-demand air charter and shared aircraft ownership industry.
ents and practical techniques for implementation of safety programs.

February 29, 2012

7:30 a.m. – 8:00 a.m.

Continental Breakfast

8:00 a.m. – 9:00 a.m.

Improving Runway Safety

*The Honorable Chris Hart
Board Member, NTSB*

Addressing problems in complex systems, such as the air traffic control system, necessitates a collaborative approach between all of the subsystems within the system. In the U.S., we have historically categorized air traffic control errors based largely upon who made the last “mistake,” with the result that one process was used if the last mistake was made by a controller, and a different process was used if the last mistake was made by a pilot. This presentation addresses the need to stop differentiating based upon who made the last mistake. Instead, we need to bring together all involved subsystems in a collaborative manner to identify and address the issues. The collaborative approach is the best way to assure that the solution responds most effectively to the needs of all involved subsystems and minimizes the possibility of creating unintended results.

9:00 a.m. – 10:00 a.m.

Aircraft Tire Safety Best Practices

*Mr. Keat Pruzenski, Manager, Customer Support
Engineering, Michelin Aircraft Tire Company
a Division of Michelin North America*

The consequences caused by Foreign Object Debris (FOD) and improper tire inflation can be severe in some cases. Both FOD and improper inflation pressure can directly have a negative effect on safety of flight and/or integrity of the aircraft. At the very least, cost of operations can be significant. FOD can come in many different forms and may produce many effects up to and including extremely consequential results, if not identified and corrected. While aircraft tire over-inflation can cause uneven tread wear, increasing stress on tire tread surfaces that will exacerbate FOD impact, the more penalizing under-inflation may produce uneven tire wear and compression of casing plies, which can lead to tire structural failures. Join us to hear directly from a leading tire manufacturer about why keeping aircraft tires at their correct inflation pressure and exercising proper FOD management are two of the most important factors in any preventive maintenance program.

10:00 a.m. – 10:15 a.m.

Refreshment Break

10:15 a.m. – 11:45 a.m.

Managing Fatigue in Aviation Operations

The Honorable Mark Rosekind, Board Member, NTSB

Fatigue has been on the NTSB Most Wanted list since 1990 and is a complex issue requiring multiple solutions. Mr. Rosekind will discuss fatigue education and strategies, scheduling policies and practices, organizational strategies, and fatigue management systems and programs

11:45a.m. – 12:30 p.m.

FAA Update – General Safety Overview

*Mr. John M. Allen
Director of Flight Standards Service, FAA*

Mr. Allen will discuss the latest FAA initiatives affecting Part 135 and 91K operators, including pilot training, air safety procedures, pilot fatigue/duty time and various other issues to mitigate accidents, emphasizing risk management and the use of SMS.

12:30 p.m.

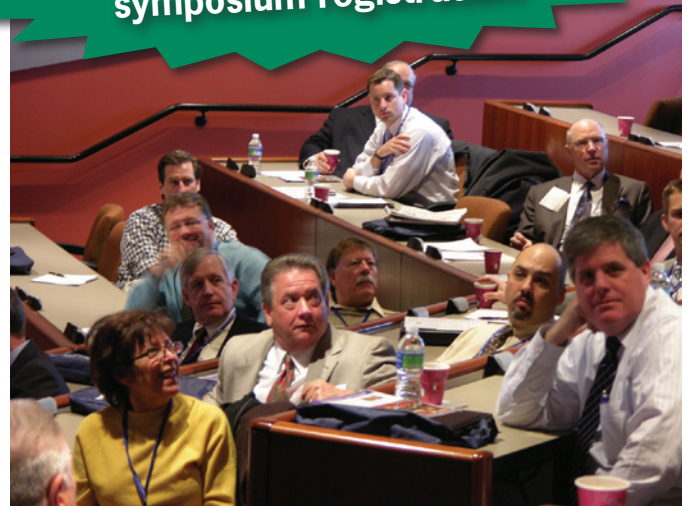
Closing Remarks

1:00 p.m. – 3:00 p.m.

ACSF Board of Governors Meeting

(includes lunch for BOG members)

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Tony Kern

Tony Kern, Ed.D., is the CEO and Senior Partner of Convergent Performance. Dr. Kern is an internationally recognized expert in the field of human factors and pilot performance. He has been honored with numerous awards for research and program management, including the USAF Academy "McDermott Award for Research Excellence" (1998), the Aviation Week and Space Technology "Laurel Award" for Aviation Program Leadership (2002), and the Flight Safety Foundation "Outstanding Achievement Award" (2003) for his contributions to aviation safety. Dr. Kern is a retired USAF command pilot and a former professor and director of military history at the USAF Academy. He is the author of six books on pilot performance, including *Redefining Airmanship*, *Flight Discipline*, and *Darker Shades of Blue: The Rogue Pilot*. Dr. Kern holds Masters Degrees in Public Administration and Military History as well as a Doctorate in Higher Education, specializing in human factors training design. His latest book *Blue Threat: Why to Err Is Inhuman* is now available from Amazon.com.



Meeting Facility:

All symposium events will be held at the NTSB Training Center.

NTSB Training Center
45065 Riverside Parkway
Ashburn, Virginia 20147
571-223-3900

The NTSB Training Center is located on the Northern Virginia campus of The George Washington University, which is ten miles north of Washington Dulles International Airport.

Lodging Information:

Marriott SpringHill Suites
20065 Lakeview Center Plaza
Ashburn, VA 20147
General Tel: (703) 723-9300
Marriott Reservations: (888) 287-9400

The ACSF has secured a block of rooms at the discounted rate of \$109++ for single/double occupancy at the Marriott SpringHill Suites for Symposium attendees. Reservations made on or before Wednesday, February 8, 2012, are eligible for the discounted rate.

To receive the ACSF rate, call the hotel directly or Marriott Reservations and request the Air Charter Safety Symposium rate – group code: ACS. Alternatively, online booking is available by visiting www.acsf.aero/symposium and following the hotel reservations link on that page.

The SpringHill Suites is located five minutes from the NTSB Training Center, where the program will be held. The hotel offers a complimentary shuttle to/ from Dulles International Airport (IAD) or cab fare one-way is approx. \$25. Check-in is at 3:00 p.m. and check out is at 12:00 noon. The hotel provides wireless high-speed Internet and a hot buffet breakfast and coffee in the lobby.

Registration Fees and Benefits:

Registration includes admittance to the Air Charter Safety Symposium on both days and all scheduled group meals, breaks and social functions.

ACSF or NATA Members
\$450

Non-Members
\$650



Interested in sponsorship opportunities or have questions regarding the Symposium registration or housing? Please contact Diane Gleason at (703) 575-2050 or dgleason@nata.aero.

For more information and to register go to www.acsf.aero/symposium