

# NEWSLETTER

August 2024



## EDITORIAL

Dear ESASI Members and Friends,

I am very pleased to be sharing with you ESASI's August 2024 newsletter – my first since taking over from Mr. Olivier Ferrante as President.

The ESASI Committee has been very busy during the first half of the year. Our main focus has been on organizing the ISASI 2024 annual seminar which will be held in Lisbon from the 30<sup>th</sup> of September to the 3<sup>rd</sup> of October. This is a huge undertaking for us as we expect around three-hundred delegates from across the globe, all of whom share our common interest of improving aviation safety through a systematic process of investigation, followed through with safety actions or recommendations. All Committee members are working hard in making sure that we deliver on our ESASI promise of an insightful programme which is also a unique opportunity to network, meet peers and develop new friendships. If you haven't registered, there is still time and details are provided in the newsletter.

Earlier in May we held another successful FocusOn... webinar dedicated to the theme of cabin safety. We were able to once again assemble a distinguished line-up of speakers which addressed topics such as minimum required cabin crew, cabin evacuation testing, the risk posed from lithium-ion batteries or disruptive passengers.

Additionally, the ESASI Committee is working on launching a new revamped website which we expect to have ready towards the end of the year, for launch in the new year.

I am also pleased to see that our membership numbers are steadily rising with several new members joining ISASI and becoming affiliated with ESASI. Apart from individual members we have also seen some new corporate members joining, particularly major airlines which share our vision and values for aviation safety. Earlier this year, Turkish Airlines became the most recent corporate member to join ISASI and become affiliated with ESASI.

Finally, a reminder that we will be holding our Annual General Meeting on the 1<sup>st</sup> of October, in Lisbon on the occasion also of the ISASI 2024 annual seminar. All ESASI members are welcome to attend, as my colleagues and I look forward to welcoming you to Lisbon very soon. In the meantime, though, please do not hesitate to contact me or any of my colleagues on the ESASI Committee.

*Nuno Aghdassi*

**ESASI Committee:** Nuno Aghdassi, President (Portugal); Thorkell Agustsson, European Councillor (Iceland); Robert Carter (UK); Arben Dika (Kosovo); Paula Dugdale (UK); Olivier Ferrante, Secretary (France); Kate Fitzgerald (Ireland); Matt Greaves, Treasurer (UK); David King (UK); Brian McDermid (UK)

## **Index for August 2024 Newsletter**

ISASI membership renewal	page 2
Annual General Meeting	page 2
ESASI New Members	page 2
ESASI New Corporate Member	page 5
Remembering Ken Smart	page 5
FocusOn...	page 6
ISASI 2024 Seminar, Lisbon	page 6
ISASI update	page 7
Mike Gamlin retirement	page 7
Appendix 1 AGM agenda	page 9
Appendix 2 FocusOn... summary	page 10
Appendix 3 ISASI 2024 program	page 12

## **Please check your ISASI membership renewal**

The ISASI membership year runs January to December – so now, if you are in any doubt, is the time to check that your ISASI membership has renewed. As a European member of course, this ISASI membership brings with it your full ESASI membership.

The easiest way for you and ISASI, is for you to enrol in automatic renewal. These renewals will have happened on 1/1/2024 and should have prompted an eMail to you from the electronic membership system ("Wild Apricot"). If you have not received such a message, please do check your membership. You can use these steps from Ann Schull, the ISASI Office manager:

'To renew your membership. You can go to the new ISASI Membership Management portal ([www.isasi.wildapricot.org](http://www.isasi.wildapricot.org)) and follow the steps below:

- Login with your email
- Click on your name (top right corner)
- Select to "View Profile"
- On this page you will see an option to renew or update any information.'

If you are uncertain, please feel free to contact the ever-helpful Ann ([erols@isasi.org](mailto:erols@isasi.org)). She can also help new applicants. If you are having difficulty accessing your details, you may also contact the current Membership Chair, Rob Carter, on [rob.carter@isasi.org](mailto:rob.carter@isasi.org).

It really helps your ESASI Committee if you can keep your membership up to date. Every year some members need to be identified and reminded. This year your Committee needs to concentrate efforts on the Lisbon 2024 seminar.

## **Annual General Meeting**

ESASI will take advantage of the ISASI regional society meetings which will take place on the 1<sup>st</sup> of October, 2024 after the plenary session of ISASI 2024, in Lisbon to hold its Annual General Meeting. The provisional agenda is provided in the Appendix 1. All ESASI members are welcome and encouraged to attend.

## **ESASI New Members**

ESASI is glad to welcome the following new members to ISASI and ESASI:

- **Mr. Daniel Delaney**



Daniel's career in aviation started in the 1980's when he worked as an Aircraft Maintenance Engineer (Avionics) and learned how to fly. In the 1990's and early 2000's, he changed career path slightly and worked as an Air Traffic Controller and on some development roles in ATC while also working as a Flight Instructor. In the 2000's, he started flying full time as a Flight Instructor and after completing a UK CAA approved Test Pilot course, also flying as an Airworthiness Check Pilot and working for a small UK company as a Production Test Pilot and Demonstration Pilot. From the late 2000's until 2020, he worked for a European Airline as an Air Transport Pilot and was the Fleet Safety Representative for the Dassault Falcon 7X Aircraft. In 2020 he joined the AAIU in Ireland as Accident Investigator (Operations). Daniel, a graduate of Cranfield

University, has enjoyed his 40 years in aviation having worked all over the world with great professionals and is excited by future challenges.

- **Mr. Ron Karo**



Ron is originally from The Netherlands and he has worked twelve years in Spain for Ryanair as Captain on the Boeing 737-800 and 737MAX. Seven years ago, he joined the Safety Group as

Chairman. He has a demonstrated track record of improving safety procedures for Europe's largest airline. In 2023, he was awarded a Master of Science Degree with Distinction in Air Transport Management by City, University of London. He also received formal training as Aircraft Accident Investigator and Emergency Response Planning. Ron looks forward to connecting with aviation safety professionals.

- **Mr. Ben Wright**



Ben is currently studying for a Master's in Safety and Human Factors in Aviation at Cranfield University after completing an undergraduate degree in psychology. His primary academic interest is the study

of air accident investigations, and as such he is currently writing his thesis on the development of an Artificial Intelligence chatbot that improves the accuracy and quality of information elicited from witnesses of an air accident. He is also a qualified glider pilot, flying his first solo flight when he was 14 years old.

- **Mr. Kieran J. Byrne**



Kieran has a wide background in airline flight operations, compliance monitoring, and safety and risk management. He was educated at the University of Salford, Greater Manchester, UK, earning an honours degree in

Aircraft Engineering with Pilot Studies. From there, he joined Monarch Airlines and later TUI in the UK, with roles in Flight Operations and functions in Safety and Compliance. He is the current Director Safety, Security and Compliance in Maleth Aero, in Malta. He is also involved in business aviation safety and compliance and also provides independent safety investigation and compliance auditing services across Europe. He has been involved in the various other industry groups, for example the Royal Aeronautical Society. To take his mind off aviation, in his spare time he is an amateur sommelier, an avid sports fan of football/soccer (Manchester United!), squash, and fencing (the swords type).

- **Mr. Nigel Breyley**



Nigel Breyley is a former Royal Navy Observer who flew Sea King helicopters from aircraft carriers and later flew jets as a Navigator on loan with the Royal Air Force.

His final post was running the air training department at a naval air station where he gained experience in training design and course delivery. Although he continued as a Reserve aircrew officer upon leaving, his ground-based career since has included time as a UK CAA Flight Standards Officer where he worked predominantly on ETOPS approvals and the operation of civil aircraft in support of military contracts. This was followed by operating RPAS (Remotely Piloted Air Systems) with QinetiQ on behalf of the UK Ministry of Defence. At QinetiQ he also qualified as a CRM



Instructor and while flying multiple RPAS types he became concerned at the lack of Human Factors consideration in the design and operation of these drones. He investigated and was involved in multiple RPAS incidents, frequently observing that they were due to poor design of the interface and a lack of knowledge or training for the pilots. This left the pilots, many of whom did not have a previous aircrew background, unaware of the behaviours buried in the autopilots and missing vital pieces of information which the manufacturers failed to include in the manuals and training courses.

Leaving QinetiQ in 2015, Nigel set up Cyclops Air Ltd. a consultancy which specialises in Beyond Visual Line of Sight RPAS Operations. The work primarily includes assisting companies to gain operating authorisations from their NAAs and delivering training courses. Working with the Southern California Safety Institute he delivers their UAS Course and he has also undertaken their certificate program in Air Accident Investigation. Customers range from TSIB in Singapore to the Irish Aviation Authority and to Transport Canada's RPAS Task Force. Other clients have included Boeing and Airbus for their RPAS projects and the UN for their peacekeeping staff.

He says that his most exciting aviation moments have been his first solo in an RAF jet, a double engine failure at 43,000ft and a parachute jump from a C-130 Hercules. Nigel also piloted sea skimming 500kt target drones and his final flight ended with a spectacular shoot down by a US Navy destroyer: he survived uninjured, seated in an air-conditioned control cabin more than 60 miles from the scene. In the future he hopes to work more widely in RPAS accident investigation as an independent expert supporting operators, regulators and the insurance industry. He was elected a Fellow of the Royal Aeronautical Society in 2021.

- **Mr. Liam Murphy**

Liam is the Head of Technical Standards and Safety at Aer Lingus. His key tasks are to lead the Technical Standards and Safety teams within CAMO and Engineering systems to a



high technical standard that meets the current regulations and also to promote a safe and risk-free environment. His team performs the continuous review

of the Aer Lingus fleet to ensure that airworthiness standards are maintained and that operations are carried out the highest safety and compliance standards. His previous roles included compliance and safety management in Airlines/ATO's, Coast guard helicopter operations, Part 21 organisations and MRO's. Liam holds a current Part 66 licence with B2 type rating and limited B1 for on the following A/C, B737-NG, A320, A330 & A340 series.

- **Dr. Eng. Luis Dominguez**



Dr. Eng. Luis Carlos Dominguez is a passionate aviation safety advocate and lecturer, alumni at UPM and Embry-Riddle, among others. Founder CEO at

[www.safety4aircraft.com](http://www.safety4aircraft.com). Agent in Spain for world leading companies such as Martin Baker: ejection seats, and Survitec: survival technologies. Awarded the Cross of Aeronautical Merit Medal by Spanish Minister of Defense June 16<sup>th</sup>, 2014 as a recognition for his work as an Advisor to the General President of the Spanish Military Aircraft Accident Technical Investigation Committee since 2010.

Other New Members who have joined ESASI during the first semester:

- Mr. Kevin Philippe
- Mr. Sidney Yui Nam Yoo
- Mr. Zsigmond Nagy

## ESASI New Corporate Member



ESASI also welcomes Turkish Airlines, which is the latest corporate member to join ISASI/ESASI. Here is a brief note from our friends from Turkish Airlines:

Safety and security are more than a priority for Turkish Airlines; it is a fundamental operating norm that cannot be ignored for any reason or under any circumstances. For this reason, safety is taken paramount in line with comprehensive corporate policies that go beyond legal requirements, with responsibilities extending from the highest level to all relevant operational units. While safety activities focus on the activities carried out to identify all potential hazards and risks within the scope of flight operations and to keep risks at an acceptable level, safety activities cover activities and measures to protect customers, employees and all relevant stakeholders, and to ensure the safety of facilities, aircraft and other assets.

The determination of safety processes and the activities performed in this field are carried out in accordance with the regulations of the International Civil Aviation Organization (ICAO), the European Aviation Safety Agency (EASA) and the Republic of Türkiye, Ministry of Transport and Infrastructure, Directorate General of Civil Aviation (DGCA). The main principles, processes and practices followed in safety activities are defined and implemented in Turkish Airlines Safety Policy and Safety Management System. The definitions and implementation principles of all activities carried out to ensure safety and to continuously improve implementation and performance are presented to the employees through the Safety Management Manual. Within the scope of the Safety Management System, safety programs specific to flight, dispatch, training, cabin, maintenance, catering, ground and cargo operations are implemented to ensure effective risk management.

As Turkish Airlines, safety is paramount and always prioritized over all else not just because it is a necessity in our sector but it is done consciously and willingly by all relevant parties. We take advantage of every opportunity to further raise our safety line. We believe that collaboration with ISASI and its members will not only provide mutual contributions to each other but also to the industry. In this context, we are confident that increasing safety contribution and continuous improvement opportunities within the ISASI/ESASI community will be beneficial to both our company and safety of aviation ecosystem.

## *In Memoriam...*

### Remembering Ken Smart



Ken was born Kenneth, Peter, Ross, Smart on the 28<sup>th</sup> April 1946 near Maidstone in Kent, England.

Aged 11 the family moved close to RAF West Malling,

where there was a stream of noisy, low and interesting aircraft flying over the house daily and that sense of wonder and awe from seeing those aircraft as a youngster stuck with him. At 13 he joined the Air Training Corps (ATC) furthering his interest in aviation and leading him to an Apprenticeship at the Royal Radar Establishment, Pershore. Ken now definitely had the aviation bug!

In 1975 he joined the Air Accidents Investigation Branch (AAIB) progressing to become Chief Inspector in 1990 and held that position for 15 years.

With other members of the AAIB Ken helped Cranfield University to develop their world renown course for accident investigators, which continues to flourish today, becoming a Visiting Professor and chairing the University's Industrial Liaison Committee.

In 2005 when he retired from the AAIB Ken joined British Airways as a Non-Executive Director for 11 years. In 2005 he also became a Trustee of the Vulcan to the Sky trust and

played an instrumental role in returning the Vulcan XH558 to Flight.

Ken was also a Council Member of The Air League, a member of the Board of Governors of the Flight Safety Foundation, Chairman of the Confidential Human Factors Incident Reporting Programme (CHIRP) and Chairman of ESASI as well as receiving a number of prestigious awards including:

- The Royal Aeronautical society 'Wakefield Gold Medal' 1995.
- Honoured by HM Queen with a CBE in 1996.
- The Guild of Air Pilots and Navigators Sir Barnes Wallis medal 2005.
- Honoured as Fellow of the Aviation Club of the UK.
- The Flight Safety Foundation Laura Taber Barbour Award for Air Safety.

It is difficult in so few words to cover Ken's professional life and his contributions to aviation safety – and he also managed a full private life enjoying mountain climbing, playing tennis and golf, loved family BBQs and real ale and is remembered by his family as "Fun-loving and kind, he saw life as an adventure to be enjoyed with a smile".

### Summary of FocusOn... behind the flight deck door

On May 29<sup>th</sup>, ESASI hosted the fifth online FocusOn... seminar. The topic of this FocusOn... was '*Behind the Flight Deck Door*' and it covered a wide range of topics related to cabin safety. The seminar was chaired by Joann Sheehan, Head of ISASI's Cabin Safety Working Group and a current cabin crew member for a large US airline.

The seminar began with a presentation by Darlene Maclachlan of ICAO discussing Cabin safety aspects in accident investigations. This was followed by a presentation of the regulations relating to the minimum required cabin crew by Jean Paul Vieu of Airbus. Professor Ed Galea of the University of Greenwich and Zuzana Chin from Cranfield University then covered Cabin evacuation testing.

The seminar then moved on to the significant risk posed by lithium-ion batteries. Lisa Fitzsimons from the UK AAIB presented the technical aspects of the risk and this was followed by a presentation by Candace Kolander and Mark Phaneuf from ALPA who covered the operational realities and the work that is being done to reduce the risk. The seminar was completed with a presentation by Dr James Blundell of Cranfield University. James discussed the very current topic of disruptive passenger behaviour and its effects on cabin crew well-being and flight safety.

The presentations were fascinating and highlighted the vast range of topics that may need to be considered when investigating cabin safety. The ESASI committee would like to extend our sincere thanks to all the presenters and our chairperson for giving their time to share their extensive knowledge of the subject. A full summary of the seminar is included at the end of this newsletter and a recording will be available on the ESASI website in due course.

Further details about all the presentations are available in Appendix 2.

### ISASI 2024 – Still open for Registration!

The theme of the seminar 'Safely Navigating Uncharted Waters' is a reflection on the innovation and pioneering spirit of the Navigators of old, who spearheaded the exploration of new frontiers. In doing so they had to develop technology in order to navigate and sail further, and more quickly, often in difficult conditions. In today's world, aerospace is also exploring new frontiers with the expansion of commercial space operations, increasing use of unmanned aerial vehicles, introduction of urban mobility, and alternative propulsion systems - often with organisations new to aerospace. The new and old orders have much to share and learn from each other to ensure that we not only maintain but improve the safety record in aviation.



The scope of the seminar is wide ranging and the ESASI Committee has been busy making preparations for what we hope will be a memorable ISASI seminar, with an exciting technical programme alongside social opportunities for networking.

The provisional programme is attached in the Appendix 3.

Registration for ISASI 2024 is still open: <http://www.isasiannualseminar.com/>

### ISASI Update

Three brief notes, all looking to the future.

First – ISASI has a promising new editor for 'FORUM', following the untimely demise of Gary DiNuno and the unfortunate illness of his successor. The new Editor is Dr. William ("Bill") Tuccio, 'with a diverse 40+ year history in aviation, software development, accident investigation, writing, and community involvement. Bill worked for eight years at the NTSB as a recorder investigator, has written newsletters for community, published peer-reviewed articles, and has an interdisciplinary degree with an emphasis on graphic design.' He currently works for Garmin.

Next – elections. ISASI elections are due this year for the elected officers of ISASI. We are not yet aware of nominations for President, Secretary, Treasurer and International Councillor. We do know that Rob Carter (ESASI) is standing down as VP and that Olivier Ferrante (previous ESASI President) has been nominated for this position. For ISASI members, we have been informed that voting will open mid-to-late July, with the result declared at the seminar in Lisbon.

Also in Lisbon, ISASI's governing body, the International Council, will meet on Sunday 29 September, the day before the ISASI seminar opens. ESASI will be formally represented by Thorkell Agustsson, as European Councillor, and Nuno Aghdassi representing the ESASI hosting of the seminar.

### Mike Gamlin retirement from Rolls-Royce



Mike Gamlin – a familiar face to many ESASI members – retired from Rolls-Royce at the end of May 2024 after just under 50 years of service. He started at the Rolls-Royce Technical College in Bristol, United Kingdom, in September 1974 as an Engineering Technical Apprentice. Upon completion of his apprenticeship in 1978 he took up a role in the Bristol Defect Investigation Department working on investigations of in-service findings on RB199 military engines, and remained in this team through a variety of re-organisations and name changes until his retirement. In 1989 he deployed to his first accident investigation – an RB199-powered Tornado aircraft. Many other military accident investigations followed, providing Mike with plenty of opportunity to learn lessons about working in challenging environments which he used as the basis to improve the training and equipment used by the team.

In 2000 Mike was appointed as the manager of the Engine Failure Investigation team – only the third person to lead the team since 1942. At around the same time, the Company's civil engine division in Derby wanted to improve their support to Annex 13 investigations, which was rather ad-hoc. Mike offered the skills of his team, since several team members were already experienced in accident investigations from the military side of the business. Another period of rapid learning about products and protocol ensued for the team since as Mike is fond of saying, they couldn't even spell Annex



13 at that time! Sadly, the team's first major engagement with the world of Annex 13 investigations was the Concorde accident in July 2000, supporting the investigation of the Olympus 593 engines. The civil engine fleet size grew significantly and a number of lengthy, high-profile investigations were supported in Derby by members of Mike's Bristol team. In 2011 he decided to expand the team and recruit two new members of the "responders" group of the Air Safety Investigation team to be based in Derby.

Although Mike did a lot of work within Rolls-Royce to ensure the best possible support for investigations and to reinforce the importance of product safety, he also devoted a lot of effort to developing and maintaining important external relationships across the industry. Training – delivered within Rolls-Royce, to external stakeholders and on the Cranfield University Applied Air Accident Investigation course – was an important part of this. Some readers may be aware of his catchphrase

"Make friends before you need them". Mike established the Defence Air Safety Investigators' Forum (DASIF) where key people involved in UK military accident investigations meet regularly to share best practice, and a similar forum for investigators from global aviation manufacturers. He was very active in maintain good working relationships with Safety Investigation Authorities. Some of these friends visited Bristol on 30 May to attend the presentation wishing Mike a happy retirement. Mike attended many ISASI and ESASI seminars, and was very proud when Rolls-Royce hosted the ESASI 2019 workshop (the first event held back-to-back with an ECAC ACC meeting) in the training centre in Derby. From the start of the planning of the event Mike had been keen to showcase Derby's multi-cultural nature by having a performance from a bhangra band before the workshop dinner, though he was notable by his absence when the band wanted volunteers to dance with them!





**Appendix 1 – ESASI AGM 2024**

\*\*\*\*\*

**Provisional Agenda**

**Lisbon Marriott Hotel – 1 October, 2024**

1. Introduction
2. Approval of the AGM 2023 Report
3. ESASI Activity report
4. ESASI Financial update
5. ISASI Update
6. ESASI Membership
7. ESASI's next events and projects (FocusOn..., ESASI seminar,  
new Website, etc.)
8. Any Other Business
9. Way Forward - Conclusions

## Appendix 2 – FocusOn... Behind the Flight Deck Door (29/05/2024)

\*\*\*\*\*

### **Summary:**

#### **Cabin Safety Aspects in Accident Investigations (Darlene Maclachlan – ICAO)**

Darlene began her presentation by stressing the significance of cabin safety investigations and their potential to provide significant improvements in cabin safety. She cited a number of design improvements that had been made as a result of cabin safety investigations. She referred to ICAO Manual (Doc 10062) which is the first ICAO manual dedicated solely to cabin safety investigations. It provides detailed guidance on the investigation of cabin safety. Darlene then outlined the competencies required for a cabin investigator and the ICAO templates that were available to assist investigators when gathering evidence. Darlene also emphasized the importance of documenting all relevant information during investigations, including aircraft systems, cabin conditions, human performance, and additional information. Darlene closed her presentation by re-iterating the significant safety benefits that can be realised if a thorough cabin safety investigation is conducted.

#### **Minimum Cabin Crew Requirements for Emergencies (Jean Paul Vieu – Airbus)**

Jean Paul presented a detailed overview of the minimum cabin crew requirements for emergency situations, discussing factors such as the number of crew, location, and evacuation procedures. He noted that the number and location of cabin crew has a direct impact on the success of an emergency evacuation. He also described some of the design features that form an essential part of a certified cabin such as specific door types, direct lines of sight between cabin crew seats and the main aisle and a readily accessible PA system. Jean Paul also described the operational rules that apply to minimum crew numbers. He finished his presentation with an example of the minimum crew number required for a 253-seat aircraft.

#### **Evacuation Trials (Zuzana Chin – Cranfield University) and Aircraft Evacuation Modelling (Professor Edwin Galea – University of Greenwich)**

Zuzana from Cranfield University presented on the long history of evacuation trials at the institution, emphasizing their importance in improving safety and preventing accidents. She highlighted the various aspects of planning and executing these trials, including consideration of existing facilities, stakeholder communication, participant recruitment, and media coverage. Following Zuzana's presentation, Professor Galea from the University of Greenwich introduced his fire safety engineering group and their research on human behaviour during emergency situations. Professor Galea presented the software that had been developed by the university to simulate aircraft evacuations and a second piece of software that simulates fire in aircraft. He finished his presentation by describing the university's successful EU-funded project that simulated the evacuation of over a thousand passengers from a blended wing body aircraft, confirming the accuracy of their computer models through real-world experiments.

#### **Lithium Battery Technical Overview and Safety Concerns (Lisa Fitzsimons – UK AAIB)**

Lisa gave a thorough technical overview of lithium batteries. She detailed the composition of lithium batteries, their advantages such as high energy density and low maintenance, and their limitations, including the need for a protection circuit to maintain safe operation. Lisa also explained the electrochemical reactions that occur within a battery cell, highlighting the critical role of the separator

membrane and the liquid electrolyte. Finally, she emphasized the potential safety hazards of lithium batteries, particularly their susceptibility to overheating and thermal runaway, which can lead to the release of flammable gases, open flames, and explosions. She underscored the importance of careful design and use of these batteries, especially in devices carried on aircraft.

### **Lithium Battery Fires and Disruptive Behaviour (Candace Kolander and Mark Phaneuf – ALPA)**

Lisa raised concerns about the potential dangers of lithium battery-powered devices on aircraft, leading to a discussion by Candace Kolander and Mark Phaneuf from the Airline Pilots Association. Candace highlighted the evolving requirements for training regarding lithium battery fires, the need for enhanced training due to the increased occurrence of more violent and toxic lithium battery fires, and the work of the Higher Energy Fire Training Enhancement Working Group. She also described the work that is being done by the ICAO Dangerous Goods Panel, such as the 2026 regulation requiring all bulk-shipped batteries to be shipped at a maximum of 30% charge. Candace further emphasized the need for better guidance and information on fire containment products used by air carriers and the significance of reporting and investigating thermal runaway incidents.

### **Disruptive Passenger Behaviour and Crew Wellbeing (Dr. James Blundell – Cranfield University)**

Dr. Blundell discussed the impact of disruptive passenger behaviour on cabin crew safety and wellbeing, stressing the need for further research in this area. He presented findings from a study conducted by Alexander Rösch of Coventry University, which indicated a high prevalence of such incidents and their negative impact on crew wellbeing, with some reporting symptoms of PTSD. Dr. Blundell suggested improvements for prevention and mitigation, including enhanced training and stricter alcohol bans, and emphasized the importance of deterrence. He concluded his presentation by describing the future research that is planned by Cranfield University. This includes a wider study of European cabin crew to validate the initial findings and research in to how to support cabin crew in dealing with chronic and acute stress using lessons from research with pilots.



## Appendix 3 – ISASI 2024 Provisional Programme

\*\*\*\*\*



# **ISASI SEMINAR 2024**

LISBON, 30 SEPTEMBER – 3 OCTOBER 2024

***‘SAFELY NAVIGATING UNCHARTED WATERS’***

## PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### Registration desk opens:

1630 hrs Sunday 29th September 2024

0730 hrs Monday 30th September-Thursday 3rd October

## TUTORIAL PROGRAMME

### Mental Health and Wellbeing and Safety in Aviation

The tutorial will feature international speakers with expertise in mental health and experience of investigating the role of mental health issues in aviation accidents and incidents. Please come along to learn more about what mental health and wellbeing issues affect our aviation community, how they impact on human performance and to discuss good practice and challenges in investigating such issues.

### Fire Investigation

This tutorial will explore various aspects of fire in aviation, with presentations from a range of professionals with experience in this domain. The day will include a review of:

- the theory of fire,
- an overview of certification regulations/tests that aim to minimize hazards, and
- techniques for investigating fire damage.

Finally, there will be consideration of how investigators can safely navigate the uncharted waters of the emerging hazards associated with newer technologies such as increased usage of polymer composites and lithium batteries.

The content will be a mixture of theory and case studies.

### MASI Meeting

The main goals of this meeting are to share experiences and to renew acquaintances across the different Military Air Safety Investigator groups. We aim to make MASI members better stewards of military aviation investigative processes.

*Note: MASI organizers wish to restrict registration and attendance to exclude media personnel and to restrict the meeting to individuals involved in military accidents and other mishaps, including civilian contractors such as manufacturers and laboratories. Please ensure you meet this criteria before registering. If uncertain, you may contact the event organizer for assistance. MASI reserves the right to restrict attendance and cancel registrations that do not meet this requirement.*

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### TUTORIAL PROGRAMME

MONDAY 30th SEPTEMBER 2024		
Time	Event 1	Event 2
0730	Registration Desk Opens	
0845	Welcome and safety brief	
0900	Fire investigation tutorial session 1	MASI session 1
1030	Coffee	Coffee
1100	Fire investigation tutorial session 2	MASI session 2
1230	Lunch	MASI close
1330	Fire investigation tutorial session 3	Human Factors / Mental Health tutorial session 1
1500	Coffee	Coffee
1530	Fire investigation tutorial session 4	Human Factors / Mental Health tutorial session 2
1700	Tutorial closes	Tutorial closes

Version 4: 10 July 2024



## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

TUESDAY 1ST OCTOBER 2024		
Time	Event	Speaker
0730	Registration desk opens	
0830	Session begins – Nuno Aghdassi, Chairman ESASI	<b>Moderator:</b> Olivier Ferrante, BEA, France
0840	President's welcome	Barbara Dunn, ISASI President
0850	Announcement of Kapustin scholarship Recipients	Chad Balentine, ISASI
0900	Keynote speech: Small SIAs, big challenges – Reflections on performing safety investigations in a small organization	Nelson Oliveira, Director-General, Portuguese Safety Investigation Authority (GPIAAF), Portugal
0930	Runway collision accident - Experience sharing	Jordane Soula-Oudot and Stéphane Cote, Airbus Commercial Aircraft.
1000	<b>Coffee</b>	
1030	Aborted landing after Thrust Reverse deployment	Kristian Sivertsen and Anders Kristensen, Accident Investigation Board, Denmark
1100	Engine failures related to powder metal alloy processing	Ms Adrienne Lamm, Materials Engineer-NTSB Materials Laboratory and Mr Jean-Pierre Scarfo – NTSB Powerplant lead, NTSB
1130	The Benefits of BAGAIA Assistance Missions to States in the AFI Region and Beyond.	Charles Irikefe Erhueh, Commissioner of BAGAIA, Banjul Accord Group Accident Investigation Agency (BAGAIA), Africa
1200	<b>Lunch</b>	

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

TUESDAY 1ST OCTOBER 2024		
Time	Event	Speaker
1325	Session begins	Moderator: Phil Sleight, UK AAIB
1330	Improving evidence collection at the accident scene	Ms Natasha Heap, Lecturer in Aviation, University of South Queensland, Australia
1400	Enhancing Investigations: Digital Imaging Techniques for Hardware Evidence Capture	Andy Byrne, Air Safety Investigation Engineer, Rolls-Royce plc
1430	Potential and capability of eyewitness data	Dr Marcus Bauer, iaviation GmbH
1500	The Importance of the Regulator in Investigations – Immediate Change!	Patrick Lusch, Air and Space Accident Investigator, FAA, USA
1530	<b>Coffee</b>	
1600 - 1700	Regional meetings	
1800 - 2000	<b>Welcome Reception</b>	

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

WEDNESDAY 2 OCTOBER 2024		
Time	Event	Speaker
0730	Registration desk opens	
0825	Session begins	<b>Moderator:</b> John Ahlberk, Chairman ENCASIA
0830	Keynote speech: Protection of safety information – are we seeing a shift in the balance of interests?	Kristina Börjevik Kovaniemi, Chair of Safety Investigations, The Swedish Accident Investigation Authority
0900	Mountain Helicopter Accident (AW139 JA139F, main rotors severed tail drive shaft)	Okuyama Katsuya, Aircraft Accident Investigator, Japan Transport Safety Board, (JTSB)
0930	Probabilistic Trajectory Analysis of Debris Items for crash investigations	<ul style="list-style-type: none"> <li>• Arild Barrett (Presenter)/Senior Staff Engineer/Sikorsky Aircraft, A Lockheed-Martin Company</li> <li>• Dr. Patrick Bowles/Chief, Computational Aerodynamics Group/Sikorsky Aircraft, A Lockheed-Martin Company</li> <li>• Javier Casanova/Chief Air Safety Investigator and Associate Fellow/Sikorsky Aircraft, A Lockheed-Martin Company</li> <li>• Dr. Dustin Coleman (Presenter)/Aeronautical Engineer/Sikorsky Aircraft, A Lockheed-Martin Company</li> </ul>
1000	<i>Coffee</i>	

Version 4: 10 July 2024



## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

WEDNESDAY 2 OCTOBER 2024		
Time	Event	Speaker
1030	Near CFIT Due to Incorrect QNH setting during BaroVNAV approach	Thierry Rozec, Senior Investigator, BEA, France
1100	Development of a Terrain Awareness Warning System Tool for Aircraft Operation Monitoring.	Mr Pedro Soares, Flight Data Engineer, TAP Air, Portugal
1130	ISASI Members Meeting	Chaired by Barbara Dunn
1200	<b>Lunch</b>	
1325	Session begins	<b>Moderator to be announced</b>
1330	From fatal accident to influencing aviation helmets safety standards.	Stephen Philip Connor, Senior Accident Investigator, Air Accidents Investigation Branch, UK
1400	How Old Are Pilots Involved in Accidents?	Dr Susann Winkler, Accident Investigator BFU, Germany
1430	Certification and Operation of UAS.	Alessandro Cometa, Section Manager – Safety Investigation, European Union Safety Agency
1500	Kapustin presentations: Improving eye witness Testimony in Air Accident Investigation Through the use of AI Generative Pre-Trained Transformers. Applications of Artificial Intelligence in Investigating Aviation Accidents.	Ben Wright, attending Cranfield University.  Gustavo Sánchez Cortés, attending Purdue University
1530	<b>Coffee</b>	
1600	Working Group meetings	
<b>Evening Free</b>		

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

THURSDAY 3 OCTOBER 2024		
Time	Event	Speaker
0730	Registration desk opens	
0825	Session begins	Moderator: Christopher McGregor, ATR
0830	Keynote speech: State organization in case of space accident - legal aspects and inquiry process	Brigadier General Christophe Michel, Head of French State Aviation Safety Investigation Board
0900	Underwater Locator Beacon Testing and Case Studies	Jacob N Zeiger, Senior Air Safety Investigator, Boeing,
0930	Recent Development to Prevent Aircraft Disappearances over Oceanic Areas	Mr Philippe Plantin de Hugues, Head of European and International Affairs, BEA
1000	<i>Coffee</i>	

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

THURSDAY 3 OCTOBER 2024		
Time	Event	Speaker
1030	Human Error – Intervention Strategies for One of Aviation Safety's Most Common Accident Themes	Daniel I. Cheney Safety Program Manager Aircraft Certification Service and Mike Wilson Aviation Safety Inspector, Flight Standards, Safety Standards Training and Simulation Group Federal Aviation Administration, USA
1100	Artificial Intelligence in Aviation: Developing Generative Pre-Trained Transformer for Accident Analysis and Prevention	Wen-Chin Li, Reader in Safety and Accident Investigation Centre, Cranfield University.  Professor Miwa Nakanishi, Board Member on Aviation Human Factors, Japan Transport Safety Board.  Mr Thomas Wang, Chief Investigator Aviation, Taiwan Transportation Safety Board.
1130	Events and Mishaps in Colour (NASA's Red Light / Green Light analytical model and methodology – human and organisational factors)	Dr Tracy Dillinger, Isabel Hernandez, and Samuel Serafini, NASA, USA
1200	<b>Lunch</b>	

Version 4: 10 July 2024

## ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



### MAIN SEMINAR PROGRAMME

THURSDAY 3 OCTOBER 2024		
Time	Event	Speaker
1325	Session begins	Moderator: Patrick Lusch, FAA, USA
1330	Liquid Hydrogen Investigation Challenges	Professor Graham Braithwaite, Cranfield University, UK
1400	Emerging Reality of Urban Air Mobility & eVTOLs	Paulo Soares Oliveira Filho, Embraer, Brazil
1430	Emotional Health of Investigators: Manufacturers' Perspectives	Sam Farniga, Consulting Engineer, GE Aerospace. Douglas Zabawa, Senior Technical Fellow, Pratt & Whitney. Jacob N Zeiger, Associate Technical Fellow, Boeing
1500	<i>Coffee</i>	
1530-1600	Updates from AIG, ENCASIA, MASI	
1600 -1700	Awards ceremony and ISASI 25	ISASI President, Barbara Dunn
<b>Evening dinner on board the Cruise Ship (Opera).</b> <ul style="list-style-type: none"> <li>• Buses depart the hotel at 1830 hrs.</li> <li>• Boat departs the dock at 1900 hrs.</li> <li>• Buses depart dock at 2300 hrs.</li> </ul>		

Version 4: 10 July 2024



ISASI 2024 PROVISIONAL SEMINAR AND TUTORIAL PROGRAMME



THANK YOU TO OUR SPONSORS  
FOR THEIR GENEROUS SUPPORT!

GOLD

AIRBUS



TP AIRPORTUGAL

SILVER



BRONZE

Aer Lingus



Version 4: 10 July 2024