

SUM-UP OF THE PRESENTATIONS

Presentation 1: Infusing Safety Culture in Aviation Pilots: The Silent Challenges (BAF)

1. In our first presentation the speakers gave us some valuable guidelines on how to change the mindset of aviation pilots so that they could become safety oriented from the very beginning of their flying career. Their study in this field is new which would certainly contribute in shaping the thoughts of young pilots with particular focus on flight safety. There was a query whether organizational culture had any influence on aviation pilots or not. In this field we have a scope for further study.

Presentation 2: Preventive Strategies: Indian Air Force (IAF)

2. The second presentation was on Preventive Strategies of Indian Air Force. During the presentation the speaker emphasized on proactive steps by the organization to ensure safety rather than post incident investigation. He commented that organizational culture influence flight safety environment. He also expressed his concern for concurrent issues like the effect of social media on aviation environment. He suggested for self-discipline to counter such problem.

Presentation 3: Analogue To Modern Cockpit Aircraft-New Flight Safety Challenge For BAF (BAF)

3. The third presentation was on safety challenges of shifting from Analogue to Modern Cockpit. The speakers identified that both aviators and technicians need to enhance their knowledge to cope with the changing technologies in aviation. Though modern aircraft has made flying simple, but complicacies of electronic gazettes need to be taken care through continuous studies.

Presentation 4: Flight Safety and Pilots' Role (Biman)

4. This time the participants of Biman Bangladesh Airlines presented for the first time in the seminar. Participants from Biman Bangladesh Airlines presented two of their incidents and post analysis which confirmed that the pilots' actions were the most professional one. He also discussed few issue to enhance CRM.

Presentation 5: Prevention of Human Error (China)

5. Our speaker from China presented a methodological approach towards the prevention of human errors in aviation. His case study may give another way of analyzing aircraft accidents and thereby decreasing human errors. We may consider taking some points from this method.

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Presentation 6: Surface Treatment: A Flt Safety Augmenter and BAF Capabilities (BAF)

6. In the sixth presentation the speakers highlighted importance of surface treatment in aviation. They presented few case studies where they highlighted that some of the aircraft occurrences could have been avoided if we had been more serious about this sector before. We believe such capability would certainly make our operation safer. It may be mentioned that BAF has established a surface treatment plant to fulfill her maintenance requirement which has increased its' operational safety. Such capability not only fulfils BAF requirements but also can help other organizations.

Presentation 7: Accelerating Bangladesh – Key Aviation Development (CAAB)

7. The speaker from Civil Aviation Authority of Bangladesh has pointed out that there were lot of opportunities for the growth and development of aviation industry. On the other hand the audience suggested for more user friendly aviation environment which may be created the CAAB.

Presentation 8: Aviation Safety and Risk Management (Egypt)

8. Our speaker from Egypt briefed us on organization and safety culture of Egyptian Air Force.

Presentation 9: Looking at the Operating Conditions in UN Mission with the Lens of Flight Safety; Managing Operational Safety in UN Environment (BAF)

9. One of the presentations titled Looking at the Operating Conditions in UN Mission through the Lens of Flight Safety covered different operational hindrances that our helicopter crews face in UN missions on special operations. The speaker made an important point that the maximum extent of aviation safety could be balanced with professional competencies. However, we need to be more careful so that our mindset dictates us rightly to adhere to the procedures.

Presentation 10: Managing Operational Safety in UN Environment (BAF)

10. We had one more presentation on UN, i.e., Managing Operational Safety in UN Environment where the speaker covered different operational difficulties related to transport aircraft operation in UN environment. He highlighted that our attitude/mindset for operating in UN environment should motivate us to accept 'the tasking within the coverage of the LOA while balancing between humanitarian necessity and safety of the flight'.

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Presentation 11: Flight Safety Activities of French Air Force (France)

11. Our speaker from France talked about their aviation culture. In such system there are two safety organizations – one is at the national level that ensures quality product for air force. He described one of the newly adopted systems of ‘No Blame’ practice while handling aircraft occurrences dividend for their air force. He also mentioned that their all air force pilots received ATPL/CPL which helped in enhancing safety by brining both civil and military pilots in same platform.

Group Discussion

12. After that we had group discussions, which was introduced for the first time, for selected personnel on two given scenario which generated enough interest. There were an observer group and a moderator. Groups were tasked to find out ways and means to enhance safety in the organization analyzing two case studies. This was an interesting and learning session for all of us. In future we may consider extended timing for this session.

Presentation 12: Safety Issues of Mountain Flying in Nepal (Nepal)

13. Our speaker from Nepal discussed number of difficulties of mountain flying which would help our crews to plan and execute flying under similar conditions. He rightly pointed out that calculative risk taking mindset can be developed through training, knowledge and experience.

Presentation 13: A Brief Analysis of Crash Incidents of Primary Trainer Aircraft of BAF (BAF)

14. The last speaker presented his study on crashes of our PT-6 aircraft. These were saddening parts of our operations. Their sacrifices have obviously changed our orientations towards safety. He concluded that with the passage of time the crash incident reduced as the experienced pilots were employed in instructional duties.