



### **CAPTAIN TIM CANOLL**

#### **President, Air Line Pilots Association, Int'l**

*General Session – Monday, July 20  
Air Safety Forum – Wednesday, July 22*

Captain Tim Canoll (Delta) is the tenth president of the Air Line Pilots Association, Int'l (ALPA),

which represents more than 52,000 professional airline pilots in the United States and Canada, and is the largest nongovernmental aviation safety organization in the world. He was elected by the union's Board of Directors on Oct. 22, 2014, and began his four-year term on Jan. 1, 2015.

As ALPA's chief executive and administrative officer, Captain Canoll oversees daily operations of the Association and presides over the meetings of ALPA's governing bodies, which set policy for the organization. He is also the chief spokesman for the union, advancing pilots' views in the airline industry before Congress, Parliament, government agencies, airline and other business executives, and the news media.

As ALPA's president, Captain Canoll is a member of the AFL-CIO Executive Council as well as the Executive Committee of the AFL-CIO Transportation Trades Department. He serves on the FAA NextGen Advisory Committee, which is made up of industry decision makers and tasked with advising the administration on key-decision gates with regard to improving and modernizing the nation's aviation infrastructure.

Captain Canoll previously served as ALPA's executive administrator. His preceding ALPA offices include Delta Local Executive Council representative, Master Executive Council (MEC) Strike Committee member, MEC Security coordinator, MEC Strategic Planning chairman, MEC Negotiating Committee member, MEC vice chairman, and MEC executive administrator. In addition, the tenth ALPA president served as ALPA's representative to the Unsecured Creditors Committee during Delta Air Lines' 2005 bankruptcy.

Captain Canoll is a Delta MD-88 captain based in Atlanta, having also flown the B-727, L1011, and the B-767/757. He is a graduate of the U.S. Naval Academy, class of 1982, and a former Navy

Reserve F/A-18 Strike Fighter Squadron commanding officer. He retired from the U.S. Navy Reserve as a captain in 2008.



### **CONGRESSMAN PETER DEFazio**

#### **Ranking Member of the House Transportation and Infrastructure Committee**

*Air Safety Forum – Wednesday, July 22*

Congressman Peter DeFazio was first elected to the U.S. Congress in 1986 and is now the longest-serving

House member in Oregon's history. As the dean of the Oregon House delegation, he has developed a reputation as an independent, passionate, and effective lawmaker.

In 2014, DeFazio was elected to the powerful position of ranking member on the House Transportation and Infrastructure Committee, which has jurisdiction over the Coast Guard, highways and transit, water resources, railroads, aviation, and economic development.

DeFazio has served as a member of the House Transportation and Infrastructure Committee since he first entered Congress in 1987. During his time on the committee, he has served as chairman or ranking member of four of the six subcommittees: Aviation, Coast Guard and Maritime Transportation, Highways and Transit, and Water Resources and Environment. DeFazio has taken a lead role on several multibillion-dollar surface transportation and FAA reauthorization bills, and worked to strengthen Buy America standards. In 2005, DeFazio served as the ranking member on the Highways Subcommittee, where he helped negotiate a five-year federal highway and transit spending bill. Under the bill, DeFazio secured \$2.7 billion for Oregon's roads, bridges, highways, and transit systems. More recently, DeFazio introduced the Repeal and Rebuild Act (H.R. 4848), a long-term solution to replenish the Highway Trust Fund. DeFazio previously served as the ranking member on the House Natural Resources Committee, where he focused on energy, federal lands, ocean and fisheries, and Native American issues.

DeFazio and his wife, Myrnie Daut, live in Springfield, Ore. He has logged roughly five million miles traveling between Oregon and Washington, D.C. DeFazio has voted against and refused to accept congressional pay raises while the government is deficit spending, and has linked

his pay to Social Security cost-of-living adjustments. Instead, he has used his pay raises to reduce the national debt and to fund scholarships at five southwestern Oregon community colleges. In 2014, DeFazio contributed \$378,000 of after-tax salary toward 237 scholarships and debt reduction. He counts these scholarships among his proudest accomplishments.



**AMBASSADOR COFER BLACK**  
**Director, CIA Counterterrorist Center (1999–2002), Coordinator for Counterterrorism and Ambassador at Large (2002–2004), Vice President, Raytheon Blackbird Technologies**

*Air Safety Forum – Wednesday, July 22*

Ambassador Cofer Black is an internationally acknowledged, 30-year career U.S. government leader and expert in counterterrorism and national security. He is vice president at Raytheon Blackbird Technologies, and during 2005–2008 provided strategic guidance and business development as vice chairman of Blackwater Worldwide and as chairman of Total Intelligence Solutions. During 2002–2005, at the assistant secretary of State level, he reported to the secretary of State for developing, coordinating, and implementing American counterterrorism policy as coordinator.

He served a 28-year career at CIA, reaching Senior Intelligence Service (SIS-4) level as director, Counterterrorist Center (D/CTC) during the 9/11 period, including launching the response against Al-Qaeda in Afghanistan and worldwide. He completed six successful operational CIA tours abroad in field management positions focusing on counterterrorism, but also addressing regional security issues, counterintelligence, and covert action. He has been awarded the Distinguished Intelligence Medal, the highest award for performance, the Career Distinguished Intelligence Medal, the Donovan Award, as well as the Exceptional Collector Award for 1994, among others. He served as “special advisor” on foreign policy to Governor Mitt Romney during his 2008 and 2012 presidential election campaigns. Ambassador Black has a BA/MA in international relations from the University of Southern California.



**DR. JAIWON SHIN**  
**Associate Administrator for Aeronautics, National Aeronautics and Space Administration (NASA)**

*Air Safety Forum – Wednesday, July 22*

Dr. Jaiwon Shin is the associate administrator for the Aeronautics Research Mission Directorate at NASA Headquarters in Washington, D.C. Dr. Shin was appointed to this position in February 2008. In this position, he manages the agency’s aeronautics research portfolio with a current annual budget of \$651 million and guides its strategic direction. This portfolio includes research in the fundamental aeronautics of flight, aviation safety, and the nation’s airspace system.

Dr. Shin co-chairs the National Science and Technology Council’s Aeronautics Science and Technology Subcommittee. Composed of federal departments and agencies that fund aeronautics-related research, the subcommittee wrote the nation’s first presidential policy for aeronautics research and development (R&D). The policy was signed by President George W. Bush and established by Executive Order 13419 in December 2006 and will guide U.S. aeronautics R&D programs through 2020. The subcommittee also published the National Aeronautics R&D Plan in December 2007 and updated in 2010. The subcommittee published the Research, Development, Test and Evaluation Infrastructure Plan in 2011.

Dr. Shin is chair of the International Forum for Aviation Research (IFAR). The IFAR is the only international coordination establishment for civil aeronautics R&D organizations, with membership from 26 countries around the world.

Between May 2004 and January 2008, Shin served as deputy associate administrator for the Aeronautics Research Mission Directorate, where he was instrumental in restructuring NASA’s aeronautics program to focus on fundamental research and better align with the nation’s Next Generation Air Transportation System.

Prior to coming to work at NASA Headquarters, Dr. Shin served as director of the Aeronautics Projects Office at NASA’s Glenn Research Center. In this position, he had management responsibility for all of the center’s

aeronautics projects. Prior to this, he was Glenn's deputy director of Aeronautics, where he provided executive leadership for the planning and implementation of Glenn's aeronautics program and interfaced with NASA Headquarters, other NASA centers, and external customers to explore and develop technologies in aeropropulsion, aviation safety and security, and airspace systems.

Between 1998 and 2002, Dr. Shin served as chief of the Aviation Safety Program Office at NASA's Glenn Research Center, as well as the deputy program manager for NASA's Aviation Safety Program and Airspace Systems Program.

Dr. Shin received his doctorate in mechanical engineering from the Virginia Polytechnic Institute and State University in 1989. His bachelor's degree is in mechanical engineering from Yonsei University in Korea in 1982 and his master's degree is in mechanical engineering from the California State University, Long Beach, in 1985. He is a graduate of the Senior Executive Fellowship Program at the Kennedy School of Government at Harvard University. He has extensive experience in high-speed research and aircraft icing, and has authored or co-authored more than 20 technical and journal papers.

His honors include the 2008 Presidential Rank Award for Meritorious Senior Executive, the highest honor for civilian executives in the U.S. federal government. He received NASA's Outstanding Leadership Medal, NASA's Exceptional Service Medal, a NASA Group Achievement Award, Lewis Superior Accomplishment Award, three Lewis Group Achievement Awards, and an Air Force Team Award.



## **MS. KATHY FOX**

### **Chairperson, Transportation Safety Board of Canada**

*Air Safety Forum – Thursday, July 23*

Kathy Fox selected air traffic control as a career in 1974, and worked at Transport Canada control towers in Baie-Comeau, Sept-Îles, Saint-Hubert, and Montréal-Dorval, as well as at the Montréal Area Control Centre.

From 1982 until 1986, she was in charge of air traffic control training at the CEGEP Saint-Jean-sur-Richelieu, a cooperative training program coordinated by Transport Canada and the Quebec Ministry of Education.

Ms. Fox left operational controlling in 1992 to accept a developmental assignment with Air Traffic Services Headquarters in Ottawa, assuming progressively senior positions. She transferred to NAV CANADA in 1996 and became director, Safety and Quality, in 1997; then director, Air Traffic Services, in 1999. In 2000, she was appointed assistant vice president, Air Traffic Services. She became vice president, Operations, on April 1, 2003. As vice president, Operations, Ms. Fox was responsible for providing executive leadership and direction throughout NAV CANADA's Operations Group. She retired from NAV CANADA in June 2007.

Ms. Fox received a bachelor of science degree and a master's degree in business administration from McGill University. She also completed a master of science in human factors and system safety with Lund University in Sweden.

She has been extensively involved in other aviation activities for over 40 years, including sport parachuting and commercial aviation. She holds an airline transport pilot license and flight instructor rating and has flown over 5,000 hours. Ms. Fox is a recipient of the Fédération Aéronautique Internationale Paul Tissandier Diploma and the Queen Elizabeth II Anniversary Medal for her contributions to sport parachuting in Canada. She received the Transport Canada Aviation Safety Award in 1999. In November 2004, she was inducted into the Quebec Air and Space Hall of Fame. Ms. Fox received the Elsie MacGill Northern Lights Award in 2010 and the David Charles Abramson Flight Instructor Safety Award in 2011.



## **MR. DENIS GUINDON**

**Director General, Civil Aviation  
– Safety Oversight, Transport  
Canada**

*Air Safety Forum – Thursday, July 23*

In April 2015, Mr. Guindon was appointed as one of two directors-general of Civil Aviation at Transport Canada. His mandate is aviation safety oversight and transformation, including the delivery of national surveillance activities and safety services, such as aircraft certification.

Mr. Guindon first served in the Canadian Armed Forces as a pilot-in-command of the C-130 Hercules and the Challenger VIP aircraft. He joined Transport Canada in 1992 as an air carrier inspector, occupying various positions related to the oversight of national and international air carriers. From 2008 to 2012, Mr. Guindon worked on a number of Transport Canada's organizational development projects in Rail Safety, Aircraft Services, Marine Safety, and Civil Aviation until he was promoted to director of National Operations in 2012, where he was responsible for the regulatory oversight of Canada's major airlines and air navigation service providers.

Mr. Guindon has earned a master's degree in public administration from L'École Nationale d'Administration Publique, a diploma in airline flying from Chicoutimi CEGEP/CQFA, and his pilot wings from the Canadian Armed Forces. He holds an airline transport pilot license with ratings on Bombardier, Boeing, and Airbus types. Mr. Guindon is also accredited as a project management professional and has been trained as a lead auditor on ISO 9001.

Mr. Guindon's pastime activities include woodworking and gardening. In addition, he teaches project management at the graduate level. Mr. Guindon lives in Chelsea, Québec, with his spouse, Élise Dostie. They have one son, Paul-Antoine.

## MR. DAVE BENSON

### **Chief Operating Officer, Center for Personal Protection and Safety Inc.**

*Aviation Security Forum – Monday, July 20*

Dave Benson is an accomplished security professional with over 38 years of public- and private-sector expertise in the areas of security management, protective operations, contingency planning, and vulnerability/risk assessment and mitigation. He specializes in partnering with clients to develop strategic solutions to support individual, group or organizational goals.

Dave joined the Center for Personal Protection and Safety (CPPS) after an acclaimed career with the U.S. Department of State, Bureau of Diplomatic Security, as a senior special agent. Prior to his government service, Dave served in various management positions for Walt Disney World Security, in Orlando, Fla.

In his last position with the Department of State, Dave served as director of the Diplomatic Security Training Center in Washington, D.C., where he was responsible for the all security, engineering, and law enforcement training with the Bureau.

Dave's other career highlights include: protective security for numerous secretaries of State and foreign dignitaries; overseas assignments in Egypt, Sri Lanka, Finland, and Bangladesh; and oversight of the diplomatic security planning and coordination for the 1996 Olympic Games in Atlanta.

In addition to developing and delivering various training solutions for CPPS such as workplace violence prevention, executive protection, and threat-management team training, Dave spends an increasing amount of his time managing the center's Threat Management Advisory Team, Workplace Violence Prevention Program review, and other high-level consulting programs.

## CAPTAIN PETER BLACK

### **Chairman, President's Committee for Remote Operations, Air Line Pilots Association, Int'l**

*Air Safety Forum – Wednesday, July 22*

Captain Peter Black was appointed as chair for the Air Line Pilots Association, Int'l President's Committee for Remote Operations in 2012. The committee was formed to address the unique challenges and issues facing professional pilots flying in or over the Arctic or similarly remote regions. He also currently serves as chair of the First Air Master Executive Council and as RVP CAN/Arctic for IFALPA.

Captain Black currently flies the Boeing 737 for First Air, and began his professional airline career in 1978 with then-Bradley Air/First Air, based near Ottawa. He was initially hired as a DC-3 first officer, and began his first northern tour based out of "Frobisher Bay," now Iqaluit, in late 1978. He progressed through the company's aircraft, including DHC-6, HS 748, Citation 1, Citation 3, Boeing 727, and Boeing 767.

During his career with First Air, Captain Black has experienced many northern operations, including two seasons of Greenland ice strip operations on the B-727-100 and B-727-200. He has also been directly involved with many flight crew supervisory positions, including company flight/simulator training pilot, Transport Canada-approved company check pilot, senior training pilot, and chief pilot.

## MR. ALESSANDRO BOZZOLO

### **Area Manager – FLY-BAG2 Project Coordinator, D'Appolonia**

*Aviation Security Forum – Tuesday, July 21*

Alessandro Bozzolo graduated in mechanical engineering and works in the Innovation Consulting Division of D'Appolonia S.p.A. (RINA Group), responsible of the Product Modeling and Design Validation Area. He has gained deep experience through different research and development activities in industrial innovation, which are instrumental for the selection of innovative materials and processes as well as their implementation within industrial realities. Mr. Bozzolo is the coordinator of the EU Project "FLY-BAG2," advanced technologies for bomb-proof cargo containers and blast-containment units for the retrofitting of passenger airplanes.





## Moderators & Speakers

### MR. ROBERT H. BURKE

#### **AFS-280, Federal Aviation Administration**

*Air Safety Forum – Thursday, July 23*

Mr. Burke is the manager of the Air Carrier Training Systems and Voluntary Safety Programs Branch (AFS-280) at FAA Headquarters. He was the FAA's designated federal official for the Aviation Rulemaking Committee, which led to the formation of the ICAO/FAA/EASA LOCART initiative. Mr. Burke is currently the FAA co-chair for the Air Carrier Training Aviation Rulemaking Committee.

Mr. Burke came to the FAA in 2006 after 14 years of air carrier experience which included both domestic and international operations. Mr. Burke held Part 121 air carrier positions in management, training, and as a line pilot, serving as a captain, check airman, and chief pilot.

### CAPTAIN FRANK CHEESEMAN

#### **Human Factors and Training Group Chair, Air Line Pilots Association, Int'l**

*Air Safety Forum – Thursday, July 23*

Captain Frank Cheeseman chairs the Human Factors and Training Group for the Air Line Pilots Association, Int'l (ALPA). He has always had a passion for pilot training and professional development, and has served the piloting profession at ALPA for over 15 years in a variety of local and national training positions. Prior to his current position, Frank served as ALPA's director of Pilot Training, National Training Council chair and vice chair, and United Airlines MEC Training Committee chair and vice chair.

Currently, Captain Cheeseman flies the A320 at United Airlines. He has also flown the 737, 757/767, 777, and 747-400. In addition, he has worked in the training programs of the 747-400, 757/767, and Human Factors at United.

Captain Cheeseman is a graduate of the United States Air Force Academy and USAF Pilot Training. He flew and instructed the A-10 and T-38 while on active duty. He joined United Airlines in 1989. He lives with his wife, Deborah, and son, Jacob, in Monument, Colo.

### CAPTAIN BILL DE GROH

#### **Aircraft Design and Operations Group Chair, Air Line Pilots Association, Int'l**

*Air Safety Forum – Thursday, July 23*

Bill currently flies for Envoy Air and is the Aircraft Design and Operations (ADO) Group chair for the Air Line Pilots Association, Int'l (ALPA).

Bill has a bachelor of science degree in aerospace engineering from Iowa State University and lettered as a member of the NCAA men's gymnastics team. Bill spent 11 years working for McDonnell Douglas Aerospace as a flight test engineer on the AV-8B Harrier II and the F/A-18 Hornet, and then as a mission systems engineer after the merger of McDonnell Douglas and Boeing on the F/A-18 advanced tactical air reconnaissance system. His training and experience includes time at the Naval Air Warfare Center at Patuxent River NAS and at China Lake NAS, with some time spent at Point Mugu NAS and Edwards Air Force Base.

Bill earned his first pilot certificate in 1980 and includes time as a flight instructor, Patuxent River Navy Flying Club chief pilot, glider tow pilot, and skydive pilot in both the DHC-6 and King Air. He holds a commercial glider pilot certificate and the FAA advanced and instrument ground instructor certificates. He is typed in both the Saab 340 and the Embraer 145 and currently has over 12,000 flight hours.

Bill began his involvement with ALPA Air Safety in 2001—attending basic safety school during the events of September 11, 2001. Alongside ALPA air safety responsibilities, Bill is currently the vice chair for the ALPA Central Air Safety Committee at Envoy Air. Bill has been to all the major airplane manufacturers and has flown the EMB-170/190, including steep approach mode, the Airbus A380 on a demonstration of "brake-to-vacate," and the B-747-8 Intercontinental. He has participated in Flight Safety Foundation's Runway Safety Initiative, and the FAA Takeoff and Landing Performance Assessment Aviation Rulemaking Committee. He testified, on behalf of ALPA, at the NTSB public hearing following the runway overrun accident at Chicago's Midway airport in 2005. He has written articles for Air Line Pilot magazine on contaminated runway operations and RNAV SIDs. Bill has been a participant on the ICAO Friction Task Force, in addition to his chairman duties.

Bill is the 2011 recipient of ALPA's Air Safety Award. He and his wife, Sandy, live in Saginaw, Tex., with their four children, Billy, Katie, Josef, and Jessie.

## CAPTAIN DARRIN DORN

### **Crewmember Security Subject-Matter Expert, Air Line Pilots Association, Int'l**

*Aviation Security Forum – Tuesday, July 21*

Captain Darrin Dorn is a Boeing 737 pilot for Alaska Airlines based in Anchorage with over 12,000 flight hours.

Prior to his career in commercial aviation, Darrin served over 21 years of active duty in the U.S. Army as a noncommissioned officer, warrant officer, and commissioned officer.

His enlisted time included 10 years in special operations, where he was qualified and served as a ranger and Special Forces noncommissioned officer. As a commissioned officer, he was both a fixed- and rotary-wing-rated master aviator with service as an aircraft commander, instructor pilot, operations officer, and commander.

Captain Dorn currently resides in Wasilla, Ala., with his wife, Angela, and three children.

## CAPTAIN MARTIN DRAKE

### **Security Committee Chairman, European Cockpit Association**

*Aviation Security Forum – Tuesday, July 21*

*Air Safety Forum – Thursday, July 23*

Prior to beginning his aviation career, Captain Drake was a law enforcement officer and at present sits as a magistrate in the lower court system in the UK. He is currently chairman of the European Cockpit Association's (ECA) Security Committee, as well as chairman of the British Airline Pilots Association Security Committee and a member of its National Executive Council.

In these roles, he addresses the security concerns of more than 40,000 professional airline pilots in Europe. For the ECA, Captain Drake sits on both the Stakeholders Advisory Group for Aviation Security to the EU commission and the European Civil Aviation Conference Security Forum.

In the UK, Captain Drake sits on the National Aviation Security Committee (NASC) and is the only industry employee representative on the

NASC Executive Committee, the controlling body for all other UK governmental aviation security agencies. In these roles, Captain Drake advances pilots' views with antiterrorist and security agencies as well as advising on the strategies that may be considered when police and airports are faced with hijack situations.

Captain Drake is a British Airways B-747 pilot based at London Heathrow, having also flown the B-737 series, the Twin Otter for the British Antarctic Survey, and various general aviation aircraft. Captain Drake has military service as a reservist in the UK territorial army.

He is married with two daughters and is the proudly tormented by no less than five grandchildren.

## CAPTAIN FRED EISSLER

### **Aviation Security Chairman, Air Line Pilots Association, Int'l**

*Aviation Security Forum – Monday, July 20*

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*Air Safety Forum – Thursday, July 23*

Captain Fred Eissler is the Aviation Security chairman for the Air Line Pilots Association, Int'l (ALPA) Air Safety Organization. He works closely with pilot groups and government agencies such as the Transportation Security Administration to advance ALPA's strategic security goals, including the expansion of risk-based screening methods (e.g., Known Crewmember and Known Shipper); flight deck protective programs like the Federal Flight Deck Officer program; the installation of secondary barriers; and addressing emerging issues, such as laser strikes on commercial aircraft, cybersecurity, and threatened airspace management.

Captain Eissler previously served as the Legislative Affairs Committee chairman for the FedEx Master Executive Council and was a member of the ALPA-PAC Steering Committee. Fred has extensive legislative experience interacting with members of Congress strongly lobbying on behalf of Federal Flight Deck Officer Program funding, cargo security, and "One Level of Safety" for flight- and duty-time rules. Captain Eissler's preceding ALPA offices include FedEx MEC Negotiating Committee chairman, Hotel Committee chairman, and Scheduling Improvement Group Committee vice chairman. In April 2015, Captain Eissler was awarded the Presidential Volunteer Service Award for federal flight deck officer lifetime achievement.



## Moderators & Speakers

After beginning his professional aviation career in the U.S. Navy flying the carrier-based A6-E Intruder, Fred was selected to the French pilot exchange program, where he flew the carrier-based Super Étendard with an operational French squadron. Captain Eissler finished his Navy career flying the DC-9 worldwide in the reserves. He retired from the U.S. Navy reserves as a commander in 2006.

In 1996, Fred started his commercial career with FedEx as a 727 second officer. Now based in Anchorage, Captain Eissler has 15 years of experience on the MD-11, having flown the aircraft as captain for the last seven years. He holds a flight engineering rating on the Boeing 727 as well as type ratings on the MD-11/MD-10 and DC-9.

Captain Eissler graduated in 1983 from the United States Naval Academy and holds a B.S. in ocean engineering. He and his wife, Helene, live in West Chester, Pa. They have five children.

### MR. DOUG FERGUSON

#### **ATF-Aircraft Fire Protection Systems, Boeing Environmental Control Systems**

*Air Safety Forum – Wednesday, July 22*

Doug Ferguson is a Boeing associate technical fellow with expertise in cargo fire protection and environmental control systems. Mr. Ferguson is a member of the Boeing Working Group addressing issues related to the carriage of lithium batteries as cargo.

As an International Coordinating Council of Aerospace Industries Associations (ICCAIA) representative, Mr. Ferguson has been supporting the International Civil Aviation Organization (ICAO) multidisciplinary meetings focused on mitigation strategies for carrying lithium batteries, and co-authored the ICCAIA working paper presented to the ICAO 2015 Spring Dangerous Goods Panel recommending lithium-ion batteries not be carried on passenger aircraft until safer packaging standards are developed and implemented.

Mr. Ferguson is a member of the Commercial Aviation Safety Team (CAST) SE-126 working group tasked with identifying strategies to mitigate the hazards of carrying dangerous goods, particularly lithium batteries. He actively supported the NTSB investigations of the 747-400F UPS and Asiana accidents that are being reviewed as part of CAST SE-126.

Mr. Ferguson has been an active participant in the International Aircraft Systems Fire Protection Working Group since 1998 and is part of the ICCAIA Cargo Compartment Halon Replacement Working Group. As an FAA authorized representative, he has been involved in design and certification of cargo compartment fire protection systems of the DC-10, MD-10, MD-11, 767-300BCF, 747-400F, and 747-400BCF.

### CAPTAIN SCOTT HAMMOND

#### **Central Air Safety Chairman, Delta Air Lines MEC**

*Air Safety Forum – Wednesday, July 22*

Scott Hammond is an A320 captain for Delta Air Lines. He currently serves as the Delta MEC Central Air Safety Committee chairman, responsible for coordinating the work activity of over 150 Air Line Pilots Association, Int'l safety volunteers. He is also the Safety chair for the SkyTeam Pilots Association, representing pilot interests worldwide within the 20-member airline SkyTeam Alliance.

A 1975 graduate of the United States Air Force Academy, he completed over 35 years of active duty and national guard service before retiring at the rank of major general. Hired in 1986 by Northwest Airlines, he has served as a line pilot, instructor, line check airman, and chief pilot. Scott resides west of Atlanta with his wife, Cindy, where he taught both of his sons to fly. He remains an avid recreational sailplane and aerobatic pilot.

### CAPTAIN CHUCK HOGEMAN

#### **Aviation Safety Chairman, Air Line Pilots Association, Int'l**

*Air Safety Forum – Wednesday, July 22*

Captain Charles "Chuck" Hogeman is the Aviation Safety chair for the Air Line Pilots Association, Int'l (ALPA), and directs the efforts of the volunteer safety structure for its 52,000 member airline pilots at 31 U.S. and Canadian airlines. He oversees safety work in aircraft design and operations, airport ground environment, air traffic services, accident analysis and prevention, human factors and training, and environment.

He currently serves as ALPA's representative on the Commercial Air Safety Team, and is a member of the



Aviation Safety Information and Analysis Sharing executive board. He is also a representative on the FAA's Air Carrier Training Aviation Rulemaking Committee. Previously, he was chairman for the Association's Human Factors and Training Group. He served as an adviser to the FAA from 2003 to 2006 at the International Civil Aviation Organization's flightcrew licensing panel.

Captain Hogeman began his professional airline career in 1977 with Commuter Airlines in Binghamton, N.Y. In 1978, he joined Colorado-based Aspen Airways. He also held director of training and chief pilot positions at Aspen Airways, which later merged into Air Wisconsin.

Captain Hogeman holds aircraft type-ratings on A320, AVR/BAe-146, B-737, B-757/767, B-777, and CV-580 aircraft and maintains a FAA gold seal flight instructor certificate. He currently flies the Airbus 320 for United Airlines.

He holds a master of science degree in technical communication from the University of Colorado, a bachelor of science degree in business management from Southern New Hampshire College, and an associate of science degree in aeronautical engineering from Daniel Webster College.

## CAPTAIN RICH HUGHEY

### **Chairman, President's Committee for Cargo, Air Line Pilots Association, Int'l**

*Air Safety Forum – Wednesday, July 22*

Captain Richard L. Hughey is chairman of the President's Committee for Cargo of the Air Line Pilots Association, Int'l (ALPA). Captain Hughey represents the interests of over 4,500 professional pilots of all cargo airlines in the United States and Canada to ALPA's president, Captain Tim Canoll. He also serves as chairman, ALPA FedEx Master Executive Council Scheduling Committee and is a member of the ALPA Flight Time/Duty Time Committee.

Captain Hughey is a FedEx MD-11 pilot based in Memphis, having also flown the B-727 and served as a DC-10 line check airman. He is a graduate of Auburn University with a B.S. in mathematics and an MBA. A former U.S. Navy F-14 and Adversary pilot, Air National Guard F-16 pilot, and U.S.

Air Force Reserve commander, Colonel Hughey is still an active reservist assigned to 1st Air Force, Tyndall AFB, Florida.

## CAPTAIN PAUL KOLISCH

### **Flight Operations Training, Endeavor Air, Regional Airline Association Training Committee**

*Air Safety Forum – Thursday, July 23*

Paul Kolisch has been with the Endeavor Air (formerly Mesaba) Flight Training Department since 2001. Previously he was the director of Training with a charter company, managed the Metro/Merlin Program at FlightSafety, and had flown for a number of regional carriers. He was an airline examiner in the United States, New Zealand, and Egypt. Originally a secondary school science teacher, Kolisch has been a certified flight instructor since 1976, and since 1994 has been working with advanced simulation. He served on the FAA/ Industry Stall/Stick Pusher Working Group, the related 208 ARC (Aviation Rulemaking Committee), the ASA-JSIT, ICATEE, and is on the ACT ARC. He is chairman of the Regional Airline Association Training Committee, and has presented at WATS, EATS, APATS, EASS, NASA, and the Royal Aeronautical Society.

## MR. JIM KRAUSS

### **Program Manager Aviation Programs, Transportation Security Administration**

*Air Safety Forum – Thursday, July 23*

Mr. Krauss is a graduate of St. John's University with a bachelor's degree in economics. Upon graduation, he was commissioned as a 2nd lieutenant in the United States Marine Corps. In August 1976, he was honorably discharged from the Marine Corps with the rank of captain.

In August 1976, he entered on duty as a special agent with the Federal Bureau of Investigation (FBI). Upon graduation from new agents training, he accepted assignments in Richmond, New York City, FBI HQ, and finally the Washington Field Office. While in the FBI, Mr. Krauss was assigned additional pilot-in-command duties, flying operational missions in support of Special Weapons and Tactics, Hostage Rescue Team, and FBI Surveillance Operations Groups. He was one of the initial pilots selected to create the Aviation Special



## Moderators & Speakers

Projects Group and instituted the very first VIP and special-use aircraft transportation missions.

From 1989 to 2014, while at United Airlines, Mr. Krauss flew various aircraft, to include the B-727, B-737, B-757, B-767, B-777, A319, and A320. In September 2001, his careers with United and the FBI became mutually supportive. He participated in the FBI's terrorism investigation of United Flight 93 and is a graduate of the National Transportation Safety Board (NTSB) Academy's Accident Investigators Course.

Mr. Krauss was one of the original authors of the Air Crew Common Strategy while representing the FBI's Transportation Crimes Unit and United Airlines. This document continues to be a critical tool for TSA in aviation crisis management.

Shortly after 9/11, Mr. Krauss authored the Cockpit Protection Plan on behalf of the FBI to arm commercial airline pilots for the purpose of defending against future terrorist attacks. The course was provided to TSA in 2002/2003 and was the foundation for the current Federal Flight Deck Officer (FFDO) Program. Mr. Krauss had the honor to participate in the first FFDO training class.

During 2004 Mr. Krauss co-founded the Federal Flight Deck Officer Association and was later elected as its chairman. From 2008 to 2015, Mr. Krauss was assigned to FBI Headquarters, Internal Security Section, as a senior investigator.

In April 2015, Mr. Krauss was hired by TSA as program manager, FFDO program.

### MR. LARRY LACHANCE

#### Vice President, Operations, NAV CANADA

*Air Safety Forum – Wednesday, July 22*

As vice president, Operations, Mr. Lachance is responsible for providing overall direction and guidance to the operational performance of the company, ensuring the safe, efficient, and cost-effective management of air traffic services and aeronautical information services.

Mr. Lachance began his career as a VFR air traffic controller with Transport Canada in 1977. After qualifying as an IFR controller in 1980, he became a supervisor in 1983 and a standards officer in 1988.

Mr. Lachance continued to assume progressively more senior positions, becoming unit chief of the Quebec

Tower and Terminal Control Unit in 1990, and operations manager of the Montreal ACC in 1991. During this time, he was responsible for the integration of the Quebec TCU into the Montreal facility, bringing both activities together in order to facilitate operations.

He transferred to NAV CANADA in 1996, and later became general manager, IFR, at the Montreal ACC in 1999, responsible for the significant expansion and modernization of the workspace and technology at both the Montreal ACC and the Control Tower at Pierre Elliott Trudeau International Airport.

He went on to become the director, Safety and System Performance, in 2004 and was responsible for all Operations Department safety and service performance activities. In 2007, Mr. Lachance was appointed assistant vice president, Operational Support, and was responsible for ATS systems integration, standards and procedures, safety, and operational coordination. He was the designated Canadian member on the International Civil Aviation Organization North Atlantic System Planning Group from 2007 to 2014.

### MR. JOHN LAUGHTER

#### Senior Vice President for Corporate Safety, Security, and Compliance, Delta Air Lines

*Air Safety Forum – Wednesday, July 22*

John Laughter is senior vice president—Corporate Safety, Security, and Compliance for Delta Air Lines, responsible for supporting all Delta departments in achieving the highest levels of safety, security, quality, and environmental performance.

John began his career in 1993 at Delta as an aircraft structural engineer and held various leadership positions in the Engineering group, including interiors engineering and new aircraft acquisition. He also led the TechOps Materials and Planning Organization as well as directed Delta TechOps' worldwide maintenance operations.

Currently, John sits on the Georgia Tech Aerospace Engineering School Advisory Board, Delta Flight Museum Board, Candler Field Advisory Board, and Board of Visitors of the Monastery of the Holy Spirit. John holds a bachelor's degree in aerospace engineering from the Georgia Institute of Technology and an MBA from Emory University's Goizueta Business School.

## PROFESSOR KENT LOVELACE

**Director of Aviation Industry Relations,  
Department of Aviation, University of North  
Dakota**

*Air Safety Forum – Thursday, July 23*

Kent Lovelace is a professor and director of Aviation Industry Relations for the Department of Aviation at the John D. Odegard School of Aerospace Sciences at the University of North Dakota, which has academic and flight training programs supporting 1,500 students. He has a bachelor's and master's degree from UND, ATP certificate, Cessna Citation type rating, and CFI certificate.

Since 2009, Kent has focused his research efforts on the pilot-supply issue and has presented many times at regional, national, and international aviation conferences. He is directly involved with student recruitment and industry relations, which includes developing employment opportunities and internships. He is on the National Business Aviation Association's Professional Development Program Review Committee. He is also a member of the FAA's Airman Certification Systems Working Group for the Aviation Rulemaking Advisory Committee and a subject-matter expert for the Air Carrier Training Aviation Rulemaking Committee ATP Working Group.

## CAPTAIN GAVIN MCKELLAR

**Air Line Pilots' Association South Africa**

*Air Safety Forum – Wednesday, July 22*

Gavin is presently a captain on the Boeing 737- 800 at South African Airways. He had 10 years fighter/bomber flying for the South African Air Force before joining the airline.

He is a previous chairman of the International Federation of Air Line Pilots' Associations (IFALPA) Accident Analysis and Prevention Committee, an IFALPA-accredited accident investigator, and a crew resource management facilitator. Gavin recently held the position of safety representative to the Association of Star Alliance Pilots.

## CAPTAIN DAVE MCKENNEY

**Director of Pilot Training, Air Line Pilots  
Association, Int'l**

*Air Safety Forum – Thursday, July 23*

Captain David McKenney serves as a human factors and training expert for the Air Line Pilots Association, Int'l (ALPA). He joined ALPA in 1989 and is the Association's Director of Pilot Training and serves as the Human Factors chairman for the International Federation of Air Line Pilots' Associations, representing more than 100,000 pilots in over 100 countries.

Dave is a strong advocate for human-centered design, and his work concentrates on the integration of human performance elements in all aviation professional training and flight operations, including flight deck design and pilot competencies. This includes motor and cognitive skills and elements related to crew resource management, threat and error management, monitoring, airmanship, startle events, and dealing with unexpected events.

Captain McKenney has extensive experience in developing operational, training, and regulatory guidance material and working with ICAO, FAA, and EASA. Since 2000, Dave has participated on many international initiatives to develop training methodologies and regulatory guidance for flightcrew training/qualification initiatives including MPL, EBT, and competency-based training. Captain McKenney is a member of the FAA/ EASA Avionics Systems Harmonization Working Group under the Transport Airplane and Engine Issues Group, developing recommended standards and guidance material for low-air-speed alerting systems. Captain McKenney also serves as a member on the ICAO Competency-Based Training Work Group and is a member of the International Pilot Training Consortium.

Dave co-chaired the PARC/CAST Flight Deck Automation Working Group (FltDAWG), studying human-factor issues relating to flight crews' interaction with flight deck automated systems, including equipment design, operational policies, flight crew procedures, flight crew qualification and training, and airspace and flight deck complexity. The FltDAWG final report, titled "Operational Use of Flight Path Management Systems," was published in 2013. The report includes 28 findings and 18 recommendations that address safety and operational effectiveness for use of automated systems on modern flight decks for flight path management and energy-state management.



## Moderators & Speakers

In 2010, Captain McKenney co-chaired the international FAA-Industry Stall/Stick-Pusher Working Group that developed regulatory guidance adopted by the FAA (AC120-109) and EASA for stall and stick-pusher training in response to several major loss-of-control accidents. Captain McKenney represented ALPA pilots on the FAA Stick Pusher and Adverse Weather Aviation Rulemaking Committee and the FAA/ICAO Loss of Control Avoidance and Recovery Training initiative, which developed FAA and ICAO guidance material for academic and flight training requirements to effectively teach upset prevention and recovery training in both light-aircraft and simulators.

Captain David McKenney is a B-737 pilot for United Airlines and has accumulated over 22,000 hours in 40 years of military and civilian flying, served as a flight instructor and check airman, and is type-rated in many airplanes, including the B-747-400, B-747, B-777, B-767, B-757, B-737, L-300, and CE-500. He has spoken in many international forums on a wide variety of aviation safety topics, including presentations at ICAO in Montreal, the Royal Aeronautical Society in London, and the 2010 Flight Safety Foundation Symposium in Milan, Italy. He has authored many articles on aviation safety, which have appeared in national and international publications.

Prior to his airline career, Captain McKenney served in the U.S. Air Force as a T-37 flight instructor, flew C-141 and C-130 cargo planes worldwide, and was a computer science professor at the U.S. Air Force Academy. He retired as a Lt. Colonel with 24 years of active and reserve duty. He holds a bachelor of science degree in computer science from the United States Air Force Academy and a master's of science degree in computer science from the University of Utah, specializing in artificial intelligence and human-machine interface. Captain McKenney resides in Granbury, Tex.

### CAPTAIN TERRY MCVENES

**Director, System Safety and Regulatory Affairs, Boeing**

*Air Safety Forum – Wednesday, July 22*

Terry McVenes is the director of System Safety and Regulatory Affairs for Boeing Commercial Airplanes. He is responsible for the execution of the Commercial Airplanes safety, regulatory, and rulemaking initiatives throughout the world. In his role at Boeing, McVenes works with the ICAO, FAA, EASA, and other regulators

as well as with industry groups and pilot associations. He has served as the industry co-chairman for a number of FAA aviation rulemaking committees.

McVenes joined Boeing in November 2008 after a 30-year career as an airline pilot, including 23 years at US Airways. He was actively involved as an ALPA safety representative at US Airways since 1990. He served as the Central Air Safety chairman for the US Airways Master Executive Council, and in 2004 he was appointed as the ALPA Executive Air Safety chairman. In August 2008, McVenes was the recipient of the 2007 ALPA Annual Air Safety Award.

He holds a bachelor of science degree in aerospace engineering from the University of Colorado, a certificate of aviation safety management from the University of Southern California, and a masters in business administration from Seattle University. He is type-rated on a number of aircraft including DHC-7, BAe-146, FK-28, DC-9, MD-80, A320, and B-737, and has more than 17,000 hours of flight time.

### CAPTAIN HARRY NELSON

**Executive Operational Advisor to Product Safety–Experimental Test Pilot, Airbus**

*Air Safety Forum – Wednesday, July 22*

### FIRST OFFICER JIM PALA

**Subject-Matter Expert, Air Line Pilots Association, Int'l**

*Air Safety Forum – Thursday, July 23*

Jim currently flies for FedEx and is the unmanned aircraft systems project lead, Aircraft Design and Operations Group, of the Air Line Pilots Association, Int'l (ALPA).

Jim has a master of science degree in aeronautical science from Embry Riddle University. He served on active duty and in the reserves in the U.S. Navy from 1983 to 1998. He was qualified as a S-3A/B Viking aircraft naval flight officer and instructor. From June 2009 to April 2012, Jim was a U.S. Navy Global Hawk UAV (RQ-4) pilot and operations manager with Northrop Grumman. He was responsible for the day-to-day operations and safety of real-world high-altitude reconnaissance missions as part of the Broad Area Maritime Surveillance Demonstration

program. Jim was also responsible for the training for the Global Hawk pilots and sensor operators. He was the pilot-in-command on numerous operational missions while the Global Hawk was deployed overseas and at NAS Patuxent River, Md.

Jim has been a pilot since 1984. He holds an airline transport pilot certificate and is a certified flight instructor. He is type rated in the Boeing 727, 737, 757, and 767. He began his involvement with ALPA Air Safety in 2012, when he became the UAS Committee chairman at FedEx and joined the ADO group as the UAS project Lead. He and his wife, Kathleen, live in Falls Church, Va., with their three children, James, Katie Marie, and Sean.

### CAPTAIN NILSON PERINI

**Test Pilot – Air Safety Engineer, Commercial Aviation, Embraer S.A.**

*Air Safety Forum – Wednesday, July 22*

As an instructor and test pilot at Commercial Aviation Group, Captain Perini has been involved in activities such as demonstration, test, production, delivery, ferry, and instruction flights for different Embraer commercial operators around the world—close to 90 airlines in 60 countries flying 2,000 aircraft.

As an air safety engineer, Captain Perini has supported investigation authorities in occurrences that involve Embraer military, executive, and commercial aircraft. He has spoken at safety seminars and operator safety meetings on subjects like lessons learned, runway overrun prevention, and accident-investigation techniques. Since 1989, Captain Perini has worked as an air safety investigator for the Brazilian Authority CENIPA—Aeronautical Accidents Investigation and Prevention Center.

He also works as an aviation safety officer for ANAC, the National Civil Aviation Agency of Brazil. Prior to joining Embraer in 2008, Captain Perini served in the Brazilian Air Force in a diplomatic/technical mission in Italy in a joint military program set for the development of the fighter AM-X (aircraft made by Embraer and Alenia Aermacchi).

Captain Perini graduated in aeronautical science and electronic engineering with specialization in electronic warfare, on-board software and avionics certification, and has an MBA focusing on life cycle cost management, international business negotiation, and contracts.

He has flight experience in practically all Embraer planes and has operational qualification as civil aviation inspector, production pilot, maritime patrol pilot, and troop carrier pilot.

Captain Perini joined the Brazilian Air Force at 14 years old and retired as Lt. Colonel in 2008.

### CAPTAIN MIKE PINHO

**Executive Vice President NAM, International Federation of Air Line Pilots' Associations**

*Air Safety Forum – Wednesday, July 22*

Captain Mike Pinho, a pilot for Delta Air Lines, was elected executive vice president of the International Federation of Air Line Pilots' Associations North American region at the Federation's 2015 conference. He also currently serves on the Delta Master Executive Council (MEC) Government Affairs Committee and special projects coordinator.

Pinho has served ALPA and the Delta pilots for 15 years in various positions, including MEC vice chairman, several terms as executive administrator fulfilling chief-of-staff duties for the MEC, and Communications chairman. He also chaired the SkyTeam Pilots Association for two terms, representing the more than 30,000 professional pilots operating SkyTeam aircraft around the globe.

Hired by Delta in June 1987, Pinho flies the B-767 internationally. He is a former U.S. Navy fighter pilot and graduated in 1979 from Holy Cross College with a bachelor's degree in accounting.

Pinho resides in Fleming Island, Fla., with his wife, Kathleen. He has two grown children—a son, who is now a flight instructor, and a daughter at the University of Florida.





## Moderators & Speakers

### MS. SUE PRESTI

#### Senior Director, Government Affairs, The International Air Cargo Association

*Air Safety Forum – Thursday, July 23*

Sue Presti has served as senior director of Government Affairs for The International Air Cargo Association (TIACA) since August 2008, focusing on security, customs/facilitation, traffic rights, and environmental issues. Among other things, she has helped guide TIACA's work with the Transportation Security Administration (TSA) as it implements air cargo screening requirements; U.S. Customs and Border Protection on customs regulations affecting air cargo; and the Federal Aviation Administration on noise and carbon-emissions issues. She is a member of TSA's Aviation Security Advisory Committee and chairs its Air Cargo Subcommittee. She is also a member of the State Department's Advisory Committee on International Postal and Delivery Services.

Prior to her work with TIACA, Ms. Presti served as executive director of the Government Affairs Committee of the Express Delivery and Logistics Association (XLA), directing the association's policy positions and activities and representing the express industry before policymakers. In the aftermath of 9/11, she helped shape the express industry's responses to TSA rules on aviation security and to other government initiatives on supply chain security, including C-TPAT. Ms. Presti also represented XLA on customs, international trade, and postal issues.

She received a master's in public affairs from Princeton University's Woodrow Wilson School of Public and International Affairs, and a BA in political science and psychology from the University of North Carolina at Chapel Hill.

### CAPTAIN R. ERIC RASMUSSEN

#### U.S. Navy – Continental Region Air Operations Center Deputy Commander, NORAD/U.S. Northern Command, Tyndall AFB, FL

*Aviation Security Forum – Tuesday, July 21*

*Air Safety Forum – Thursday, July 23*

Captain Robert (Eric) Rasmussen, USN, is the Deputy Commander, 601st Air Operations Center, Tyndall Air Force Base, Fla. He is a qualified chief of Combat Operations for the Continental Region, North American

Aerospace Defense Command (CONR-NORAD), responsible for operational control of air-defense forces in defense of the United States/Canada and U.S. Northern Command.

He is a Naval aviator with 4,000-plus FA-18 Hornet hours, having completed six operational overseas deployments aboard four aircraft carriers. He has served periods as Weapons and Tactics officer, Landing Signal officer, chief Training officer, director of Safety, and chief operations officer in various aviation units, and was executive officer and commanding officer of Strike Fighter Squadron 131. Staff tours include periods as instructor pilot/air wing training officer at the Naval Strike Air Warfare Center (TOPGUN), as the chief aide and speechwriter to the Commander Naval Air Forces, U.S. Atlantic Fleet, as a Strategic Concepts officer and operational planner at NATO Allied Command Transformation, as the director of Fleet Training, U.S. Second Fleet, and as director of Fleet/Joint Training and Certification at U.S. Fleet Forces Command.

### DR. KRISTIN RAUSCHENBACH

#### Chief Technology Officer, PerriQuest Defense Research Enterprises

*Aviation Security Forum – Tuesday, July 21*

Kristin Rauschenbach, PhD, is chief technology officer of PerriQuest Defense Research Enterprises. Dr. Rauschenbach's 30-year scientific career includes executive leadership and scientific research in government, commercial, and academic sectors. Dr. Rauschenbach was vice president of Emerging Innovations and a principal scientist at Raytheon BBN Technologies and led research groups in quantum information technology, virtualization of large-scale systems, and programmable optical systems. She was co-founder and CEO of PhotonEx, a start-up company that produced the world's first 40 Gb/s optical transport product. She started her career at MIT Lincoln Laboratory, providing foundational research in optical network systems, and was promoted to associate division head of the Communications Division, and a member of the MIT Lincoln Laboratory Steering Committee. She has published over 50 scientific papers and more than 10 U.S. patents. Dr. Rauschenbach has a BS in electrical engineering from University of Minnesota, and MS and PhD degrees in electrical engineering from MIT.

## CAPTAIN SCOTT REEVES

### Manager, Flight Safety, FedEx Express

*Air Safety Forum – Wednesday, July 22*

Scott Reeves' diverse aviation experience includes 17 years as a field engineer or "tech rep" and flight safety investigator for Lockheed Martin, as well as 15 years' experience as a pilot in both passenger and cargo operations. He is an airline transport-rated pilot with type ratings in aircraft by Embraer, Airbus, and Boeing. He has served as a captain and check airman as well as director of Safety for one of the world's largest regional airlines. He has served the Air Line Pilots Association, Int'l (ALPA) as an ASAP ERC member, Master Executive Council chief accident investigator, Central Air Safety chairman, and chairman of the ALPA Accident Investigation Board. He currently serves as a first officer on the B-757 for FedEx Express, the world's largest express freight operator. He is also the manager of Flight Safety for FedEx Flight Operations.

## MS. DI REIMOLD

### Head of Global Policy and Procedures Safety and Flight Operations, International Air Transport Association

*Aviation Security Forum – Monday, July 20*

Di Reimold is the head of Global Policy and Procedures for Safety and Flight Operations at the International Air Transport Association (IATA). In this role, she is responsible for developing and guiding IATA's policies that influence and support global air traffic management. Di works with key stakeholders from IATA member airlines and other parts of the industry to identify priorities and to ensure that advocacy for critical aviation safety and operational issues is targeted and timely.

Prior to joining IATA in May 2011, Di was the acting assistant administrator for International Aviation at the U.S. Federal Aviation Administration. Di has more than 30 years of executive management experience within the U.S. government and with Fortune 500 companies.

Di holds a master's degree in management and leadership and has studied and served as a guest lecturer at the

U.S. Federal Executive Institute in Charlottesville, Va. Di is a board member at both the International Aviation Women's Association and the International Aviation Club.

## MR. LOU SAGER

### Supervisory Agent, Federal Air Marshal Service

*Aviation Security Forum – Monday, July 20*

Mr. Sager joined the Federal Air Marshal Service (FAMS) in April 2002 and is currently assigned as a supervisory federal air marshal in the Law Enforcement Information Coordination Section and detailed to the Federal Bureau of Investigation's (FBI) Criminal Investigative Division. In this capacity, he has program-management responsibility over the Transportation Crimes Sub-Program, the FBI Law Enforcement Flying Armed Program, the Laser Strike Working Group, and the Unmanned Aircraft System Working Group. He has been responsible for planning, leading, and directing the investigation of suspicious incidents in the aviation domain to include the vetting of suspicious incident reports, activity reports, reportable communications, and federal flight deck officer reports. He also served as Special Mission Coverage Program coordinator, requiring coordination at all levels of the law enforcement and transportation domain. His assignments in the FAMS include serving as the assistant special agent in charge of the Transportation Security Operations Center and Operations officer of the Philadelphia Field Office, in addition to flying missions for nine years.

Prior to joining the FAMS, Mr. Sager served for over 12 years in various positions of leadership within the Department of Justice. He has bachelors of arts in criminal justice from Thomas Edison State College in Trenton, N.J., and a masters of science in strategic intelligence from the Office of the Director of National Intelligence's National Intelligence University.

## MR. MARK STEINBICKER

### Acting Assistant Manager, Flight Technologies and Procedures Division, Federal Aviation Administration

*Air Safety Forum – Wednesday, July 22*

Mark Steinbicker is acting assistant division manager of the Flight Technologies and Procedures Division in FAA Flight Standards Service and also serves as U.S.



## Moderators & Speakers

member to the International Civil Aviation Organization's Performance-Based Navigation (PBN) Study Group.

His responsibilities include the coordination and development of flight operational policies and procedures for variety of NextGen operations, including PBN and data communications in the terminal, en route, oceanic, and approach domains, as well as reduced vertical separation minimum and continuous descent final approach operations.

His efforts have included work on pilot-controller phraseology, aeronautical charting standards, operational approvals, and guidance materials. He is a retired Naval aviator, former pilot of a major U.S. airline, and a graduate of The Ohio State University, University of Maryland, and U.S. Naval War College.

### THE HONORABLE ROBERT SUMWALT

#### Member, National Transportation Safety Board

*Air Safety Forum – Wednesday, July 22*

Robert L. Sumwalt was appointed as the 37th member of the National Transportation Safety Board (NTSB) in August 2006, whereupon President George W. Bush designated him as vice chairman of the Board for a two-year term. In November 2011, President Barack Obama reappointed Member Sumwalt to an additional five-year term as Board member.

Since joining the Board, Member Sumwalt has been a fierce advocate for improving safety in all modes of transportation, including teen driver safety, impaired driving, distractions in transportation, and several rail safety initiatives.

Before joining the NTSB, Member Sumwalt was a pilot for 32 years, including 24 years with Piedmont Airlines and US Airways. He accumulated over 14,000 flight hours. During his tenure at US Airways, he worked on special assignment to the Flight Safety Department and also served on the airline's Flight Operational Quality Assurance monitoring team. Following his airline career, Member Sumwalt managed the Corporate Aviation Department for a Fortune 500 energy company.

In other notable accomplishments, he chaired the Air Line Pilots Association's Human Factors and Training Group and co-founded the Association's critical incident response program. He is the 2005 recipient of the ALPA Air Safety Award. He also spent eight years as

a consultant to NASA's Aviation Safety Reporting System, and has written extensively on aviation safety matters.

Member Sumwalt earned an undergraduate degree from the University of South Carolina and a master of aeronautical science (with distinction) from Embry-Riddle Aeronautical University, with concentrations in aviation/aerospace safety systems and human factors aviation systems.

### MR. DON THOMA

#### President and CEO, Aireon

*Air Safety Forum – Wednesday, July 22*

Don Thoma is the president and CEO of Aireon LLC, developer of the world's first space-based global air traffic surveillance system. In this role, he is leading the way for a transformational new system that will enable optimization of air operations around the world. Mr. Thoma previously served as executive vice president of Marketing at Iridium Communications Inc. In that position, he was responsible for strategic marketing, product management, and corporate communications for the company as well as corporate initiatives related to Iridium NEXT—the next generation of the Iridium satellite constellation.

Mr. Thoma served as a captain in the U.S. Air Force Space Division and holds a bachelor of science in aeronautical engineering from Rensselaer Polytechnic Institute, a master of science in aerospace engineering from the University of Southern California, and a master of business administration from Harvard Business School.

### CAPTAIN RIP TORN

#### Air Traffic Services Group Chairman, Air Line Pilots Association, Int'l

*Air Safety Forum – Wednesday, July 22*

Captain Torn serves as the Air Traffic Services (ATS) Committee chairman for the International Federation of Air Line Pilots' Association (IFALPA). As the recently elected chair of ATS Committee, he leads a group of staff, consultants, and pilot volunteers working on global technical issues covering current and future technology applications and procedures in air traffic control, flight information services, meteorological, and other related issues.

Captain Torn is the Next Generation National Airspace Program Projects coordinator for the Air Line Pilots Association, Int'l (ALPA) and is a member of the Steering and Oversight Committee for ALPA's Air Safety Organization. Most recently he was a founding member and former chair of the now-defunct Presidential Committee on NAS Modernization. This committee was formed to focus work on projects involving future communications, navigation, surveillance, traffic management, and unmanned air vehicles.

Rip is a longtime advocate for aviation safety, and he has been involved through the ALPA Air Safety Committee at local, national, and international levels. In addition to chairing the group, he is the team leader for Future Communications Data Link projects. Through IFALPA, he is the representative to the International Civil Aviation Organization (ICAO) Operational Data Link Panel working directly with ICAO, industry, and governments.

Captain Torn started his ALPA career in March 1993 and served as the Delta MEC Air Safety Committee Air Traffic Services member and chair, Accident Investigator Team member, and Delta Jumpseat Committee representative. While a member of the NAS MOD Committee and former project lead of the ADS-B Project Team, he was a representative for the Association when they received the 2008 Collier Trophy.

Captain Torn began flying in 1978 as a pilot with the United States Air Force where he trained at Vance AFB, Okla. He flew the RF-4C Reconnaissance Fighter aircraft stationed in Germany twice flying photographic, infrared, radar, and electronic missions throughout Europe. His flying career included being an advanced flight training instructor in the T-38 at Reese AFB, Tex., teaching over 200 students. He also was a functional check pilot in the T-37, T-38, and later RF-4 performing maintenance acceptance flights after extensive rework of the aircraft.

Currently, Rip is a Boeing B-767 and B-757 captain based in NYC for Delta Air Lines. He is also rated on the Boeing 737 and MD-88 and was a flight engineer on the L-1011 and B-727.

He has been at Delta since 1990. His total flight time is around 14,000 hours and he holds a FAA airline transport pilot license.

Captain Torn, originally from Germany, is married with three children and lives in Cedar Park, Tex. All of his

children have been in Boy Scouts, including his daughter, a current Sea Scout in Georgetown.

## MR. DAVID VOS, PHD

### Project Lead, Project Wing, Google

*Air Safety Forum – Thursday, July 23*

Born in Paarl, South Africa, in 1961 and raised in the Cape Town region, Dave Vos holds engineering degrees Hons. B. Ing (Aero) from the University of Stellenbosch (1983), and S.M. (1989) and PhD (1992) from MIT's Aero/Astro Department, in Boston, Mass. His graduate work at MIT demonstrated the world's first autonomous unicycle robot. Dave was CEO, CTO, and founder of Athena Technologies, incorporated in 1998. Athena developed and produced navigation, guidance, flight, and engine control systems for the unmanned aircraft market.

Athena grew rapidly to become a market leader delivering autonomous navigation and control systems for a wide variety of unmanned aircraft programs worldwide and was acquired by Rockwell Collins in 2008. Vos was an Ernst and Young "Entrepreneur of the Year" winner in the Washington, D.C., region in 2007 and holds several patents in nonlinear control systems, failure detection systems, optimal power control systems, and more. He recently served on the FAA UAS Aviation Rulemaking Committee for Integration of Unmanned Aircraft into the National Airspace System as well as on the NASA Unmanned Systems Advisory Committee. In August 2014, Dave was named as project lead for Project Wing at Google. His current areas of business and technology interest include aerospace, transportation, and renewable energy.

## MR. TIM WELLS

### Contract Support to DHS Sector Outreach and Programs Division, Office of Infrastructure Protection, CSC

*Aviation Security Forum – Tuesday, July 21*

Tim Wells has more than eight years of experience in finance, homeland security consulting, and intelligence, as well as an MBA and a graduate certificate in intelligence.

In his current role as a Sector Engagement manager for the Department of Homeland Security's Critical



## Moderators & Speakers

Infrastructure Information Sharing Environment (CI ISE) Program, he has for four years been working closely with public and private stakeholders from various organizations across multiple sectors in establishing governance, policies and procedures, processes, and technology to enable effective information sharing. Building strong partnerships with these stakeholders is the most important part of his job.

Tim led the creation of the Air Domain Awareness (ADA) portal on the Homeland Security Information Network for Critical Infrastructure (HSIN-CI), the purpose of which is to be the single place for government and public-/private-sector owners and operators of aviation assets to share security and safety information for the purpose of reducing risk to operations and assets.

Tim has worked very closely with ODNI, FAA, and TSA to build partnerships within the intelligence community and the aviation private sector, collect stakeholder requirements, and design and implement the technology. The whole effort took over a year and is a very high-profile success story for the CI ISE Program. Within one month of going operational, the portal had 2,200 users and has since become the largest community on HSIN-CI. In conjunction with the development of the ADA portal, Tim specifically addressed a long-standing information-sharing need of the FAA, which needed the capability to send alerts to air operators. Using HSIN-CI and GovDelivery, he was able to meet the FAA's requirements. The FAA now sends NOTAMs and other alerts directly to pilots' e-mails via GovDelivery and also posts the NOTAMs and other alerts to the ADA portal.

### MS. PAMELA WHITLEY

#### Deputy Assistant Administrator for NextGen, Federal Aviation Administration

*Air Safety Forum – Wednesday, July 22*

Pamela Whitley is the deputy assistant administrator for NextGen. The Office of NextGen is responsible for championing the evolution of the national airspace system (NAS). Ms. Whitley recently served for nine months as the acting assistant administrator for NextGen, overseeing more than 900 federal employees and a \$1 billion budget. As deputy assistant administrator for NextGen, she has responsibility for the organization's budget and ensuring alignment between resources and commitments.

Ms. Whitley joined the FAA in 1993 as an electronics engineer responsible for the development of standards for airport electrical equipment and lighting. She has held positions in the Airway Support Facilities Division, the Office of Technology Development, and the NextGen Integration and Implementation Office.

Ms. Whitley has been involved with the Next Generation Air Transportation System from its planning stage. She served as the technical liaison to the Air Traffic Organization vice president for NextGen when the FAA was developing a multiyear plan to present to the Department of Transportation, the Office of Management and Budget, and Congress to establish a long-term funding profile for NAS modernization (NextGen)—a pivotal moment for the agency. As a result of the efforts of the NextGen organization, beginning in 2006 the FAA budget included dedicated funding necessary to continue the NAS modernization efforts outlined in the NextGen Implementation Plan.

Since 2006, Ms. Whitley has served in several positions related to NextGen portfolio management, including director of the NextGen Integration and Implementation Office. In 2011, her responsibilities were expanded to include planning for the entire NAS. She was responsible for providing technical and financial analyses for the agency to determine the annual budget required to implement each modernization segment.

Ms. Whitley is the recipient of several prestigious awards from the FAA, including an ATO Executive Council Leadership Award, which she received in 2008 for her contribution in establishing a portfolio management framework for NextGen. She also received the FAA Administrator's Award for Environmental Excellence in 2005 and has been recognized for her leadership on various technology development initiatives over the years.

Prior to joining the FAA, Ms. Whitley received a bachelor of science degree in electrical engineering from Southern University in Baton Rouge, La. She began her professional career at the Tennessee Valley Authority as an electrical engineer and later served as an engineering consultant to the Washington Suburban Sanitary Commission.

In her spare time, she enjoys traveling abroad, listening to "real" jazz, and sports—specifically the New Orleans Saints and Southern University Jaguar football.



## FIRST OFFICER JOLANDA WITVLIET

### National Membership Chairman, Air Line Pilots Association, Int'l

*Air Safety Forum – Thursday, July 23*

First Officer Jolanda Witvliet was born and raised in the Netherlands. She became interested in aviation when she was 10 years old, taking up gliding using mostly a winch to get launched. As soon as she finished high school, she came to the United States to learn to fly.

After finishing flight training, First Officer Witvliet had various jobs as flight instructor, freight pilot, aerial photographer, charter pilot, and chief flight instructor. Eventually, she was hired as a Beech 99 pilot for Air Kentucky. This was her first exposure to an airline-type operation, flying without an autopilot, five to six legs per day and, after upgrading to captain, flying with 250-hour first officers in challenging weather conditions.

In 1986, she was hired by Florida Express to fly BAC1-11s. This company was eventually acquired by Braniff Airlines. During this time, she was elected as the first officer representative for the MCO base for the Air Line Pilots Association, Int'l (ALPA). Braniff went bankrupt in 1989 and United Airlines offered her a job as a Boeing 757/767 pilot instructor.

During her time as an instructor, Witvliet was elected as the chairman of United Council 93 (instructor council) for ALPA. She was involved in various projects such as GUA, SJC, HKG qualifications, new route qualifications HKG-DEL-LHR, and South American training videos.

In 1998, Witvliet went to the line full-time as a Boeing 737 captain and line check airman. She returned to the training center to take a position as manager of Instructor Training and designed various cockpit resource management training programs for instructors, standards captains, LCAs, and LCA designees.

Currently, she is a first officer on the Boeing 777 based in SFO. In 2013, she was elected United Master Executive Council chairman of the Parental Issues Committee. In 2014, she was elected ALPA National Membership chairman and, in April 2015, the United MEC Membership Committee chairman. Recent projects include working

with United Airlines on Family Medical Leave Act issues, providing support for various Membership Committee chairmen, designing informational videos and text for the ALPA app, and creating and administering the United MEC mentor program.

First Officer Witvliet received an associate degree in psychology from Brescia College and a bachelor of science in applied science and technology from Thomas Edison State College.

## MR. BRIAN WYNNE

### President and CEO, Association for Unmanned Vehicle Systems International

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Brian Wynne is the president and CEO of the Association for Unmanned Vehicle Systems International (AUVSI), the largest association representing the unmanned systems and robotics industries. Brian assumed his position on January 12, 2015, having previously led the Electric Drive Transportation Association (EDTA), a post he held since April 2004. The EDTA promotes battery, hybrid, plug-in hybrid, and fuel cell electric vehicles and infrastructure.

AUVSI is the world's largest nonprofit organization dedicated to the advancement of unmanned systems. AUVSI represents more than 7,500 members from over 60 allied countries and 2,700 organizations involved in the fields of government, industry, and academia.

Mr. Wynne brings in-depth experience in transportation and technology applications gained in leadership roles with trade associations and public-private partnerships. He has previously served as senior vice president for business and trade at the Intelligent Transportation Society of America. Prior to that role, he led a global technology association as CEO of the Association for Automatic Identification and Mobility. Mr. Wynne started his career as a legislative assistant to U.S. Senator Charles Percy and has served on several not-for-profit boards.

He holds a bachelor's degree from the University of Scranton, a master's degree from the School of Advanced International Studies at Johns Hopkins University, and was a Fulbright Scholar at the University of Cologne in Germany.

Mr. Wynne is an instrument-rated pilot who flies a Socata Trinidad.