

- Air Safety Forum Speaker
 - ❖ Aviation Security Forum Speaker
 - ✈ Jumpseat Forum Speaker
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- **Mr. Thomas Adcock**

National Training Representative

National Air Traffic Controllers Association

Tom Adcock is a graduate of Middle Tennessee State University. Adcock began working for the FAA in Atlanta Center (ZTL) in 1985 and has been at Miami Center (ZMA) since 1987.

During his tenure at ZMA, Adcock was a training support specialist for two-and-a-half years. He served as NATCA Local ZMA's training liaison for 18 years.

Adcock has held various NATCA representative positions at ZMA for over 20 years. Adcock is currently serving as NATCA's national training representative, and resides in Miami Springs, Fla.

- ❖ **Ms. Daniela Aguerre**

Pilot/Controller Liaison

National Air Traffic Controllers Association

Daniela Aguerre has worked for the FAA for 23 years, and has been a certified professional controller at Miami Air Route Traffic Control Center for 17 years, as well as a certified training instructor.

She has been a member of the National Air Traffic Controller Association's (NATCA) National Safety Committee as the pilot/controller liaison for over five years, and has served as an air safety investigator and as a member of the Communicating for Safety Planning Committee. She has been NATCA's representative on the Air Traffic Procedure Advisory Committee for five years, and chairman of the committee for four years.

Daniela attended Embry-Riddle Aeronautical University and holds a bachelor of science degree in Aviation business administration and a double major master of aeronautical science degree. Her areas of specialization are aviation/aerospace operations and aviation/aerospace management. She is originally from Montevideo, Uruguay, and is fluent in Spanish.

- **Captain Dino Atsalis**

Government Affairs Committee

Delta Air Lines MEC

Dino Atsalis is a B-767-400 Delta Air Lines captain based at JFK International Airport. Captain Atsalis joined ALPA in 1987. Dino's previous ALPA experience includes serving two terms as the Boston Council 9 vice chairman, chairman of the Delta MEC International Flying & Code Sharing Committee, and his current position since 2004 as chairman of the Delta MEC Government Affairs Committee. Dino is in his fourth term as a member of the ALPA-PAC Steering Committee. He is type rated in the B-777, B-767, B-757, and B-737. Prior to becoming an airline pilot, Captain Atsalis served over seven years as a United States Air Force pilot, flying the B-52G, T-37B, and FB-111A.

Captain Atsalis is married and resides in Exeter, N.H.

- **Lieutenant Colonel William Bailey**

*North American Aerospace Defense Command
 United States Air Force*

Lt. Col. Chris Bailey is the chief of the Operations Branch in the NORAD headquarters Current Operations Division. Prior to serving at NORAD headquarters, Lt. Col. Bailey commanded the 4th Fighter Squadron at Hill AFB, UT, and Bagram AB, Afghanistan, and served in various leadership and instructor positions as an instructor pilot in the F-16C.

The NORAD Operations Division provides operational guidance and coordinates actions of subordinate U.S. and Canadian NORAD region headquarters, military services, and federal government agencies to protect North America from aerospace threats. NORAD's goal as a participant in the ALPA Air Safety Forum is to assist commercial aviation operators in maximizing aircrew knowledge of NORAD procedures.

- ✈ **First Officer James Berzon**

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

James Berzon is a first officer on the B-737 for United Airlines. He started his career over 12 years ago after graduating from Embry-Riddle Aeronautical University (Prescott). James was hired at SkyWest Airlines in 2000. When he left SkyWest after seven years of service, he was a designated examiner on the CRJ. This appointment afforded him interaction with many furloughed United Airlines pilots who received jobs at SkyWest after September 11, 2001. His pilot advocacy stems from this experience.

James was hired at Continental Airlines in 2007, where he has been based in Newark and Houston both as a B-737 and B-757/767 first officer. It was shortly after he was hired at Continental that his desire and ability to help his fellow pilots was launched. As a company furlough threatened his own job, James significantly improved upon an outdated furlough program and became the Continental MEC furlough program coordinator; he aided 148 of his comrades through a trying time in their young careers. He is also a former member of the Continental MEC Security and Jumpseat committees.

James believes strongly in the rights, rules, and regulations of flight deck access and jumpseating. James has commuted for 12 years and has firsthand knowledge of the intricacies and importance of jumpseating.

James lives in Prescott, Ariz., with his wife and fellow United (Continental) Airlines pilot, Lauren. He is an avid mountain biker and a student of finance.

- **Mr. Christopher Bidwell**

*Vice President, Security and Facilitation
 Airports Council International—North America*

Christopher Bidwell joined ACI-NA as vice president, Security and Facilitation, in October 2008. In this position he is responsible for leading the Association's efforts on airport security, facilitation, and oversight of ACI-NA's regulatory activities. Bidwell monitors domestic and international aviation security developments as well as regulatory actions and programs impacting security and facilitation at North American airports.

Bidwell has represented industry aviation security interests as a member of several Department of Homeland Security (DHS) and Transportation Security Administration (TSA) committees and working groups. He is the chair of the DHS Aviation Sector Coordinating Council and previously served as a member of the TSA Aviation Security Advisory Committee, providing recommendations to enhance aviation security.

Prior to joining ACI-NA, Bidwell was managing director of Security at the Air Transport Association and represented member airlines on aviation security issues. Previously, he served as manager, Corporate Security, for American Airlines, responsible for oversight and compliance with federal security standards and regulations. At Reno Air, he served as director, Safety and Security, and managed the company's emergency response program. Prior to joining Reno Air, he was senior staff investigator, Inflight Safety, and staff engineer, Occupational and Environmental Safety, at United Airlines, where he was responsible for ensuring the safety of passengers, employees, aircraft, and ground equipment.

Bidwell is a multi-engine, instrument-rated commercial pilot and holds a master of science in aviation safety from Central Missouri State University.

● Mr. Bruce Browne

IASA Unit Lead

TSA Office of Law Enforcement/Federal Air Marshal Service

Bruce Browne joined the TSA in 2003 as a watch supervisor in the National Capital Region Coordination Center (NCRCC), an inter-agency organization whose coordinated actions serve to enhance the effectiveness of air security and air defense operations in the restricted airspace around Washington, D.C. In July 2004 he became the NCRCC branch chief, supervising the TSA personnel assigned in the center and coordinating extensively with his counterparts from nine other participating agencies. In 2010, he assumed further supervisory responsibilities for the TSA Liaison Office at the North American Aerospace Defense Command and U.S. Northern Command in Colorado Springs, Colo., and in 2012 the Airspace Authorizations (aka Airspace Waivers) Office at TSA headquarters also came under his purview. At that time, to reflect the additional scope of these duties and consistent with an agency-wide reorganization, the NCRCC branch was renamed the Interagency Airspace Security and Authorizations Unit. Mr. Browne is a subject-matter expert on aviation security, air defense, and the coordinated interagency processing of significant events in the U.S. National Airspace System.

Mr. Browne served on active duty in the U.S. Navy for 23 years before retiring in 2003. His final assignment in the navy was as operations director for the Military Sealift Command's Naval Fleet Auxiliary Force program. From 1997 to 1999, he was commanding officer of the Military Sealift Command's Guam office, where he led a combined military and civilian staff providing operational and logistical support for SEVENTH Fleet NFAF ships and various prepositioning force vessels.

As a navy commander in the mid-1990s, Mr. Browne served a three-year joint tour with the U.S. Air Force as a Space Control Center crew commander and as head of Operational Systems Integration in the Cheyenne Mountain Operations Center, Colorado Springs, Colo. In 1993, Mr. Browne culminated eight years of sea duty as the executive officer of USS Camden (AOE 2), a fast-combat support ship with a crew of over 600.

Mr. Browne holds a master of arts degree in national security and strategic studies from the College of Naval Command and Staff, Newport, R.I., and a bachelor of arts in political science from the University of Rochester, Rochester, N.Y.

✈ First Officer Robert Bowlin

Jumpseat Chair

American Eagle MEC

First Officer Bowlin is the MEC Jumpseat chair for American Eagle Airlines. He has served on the MEC Jumpseat Committee since 2009, and was elected chair in 2011. He has been with Eagle since 2007 and is a first officer on the EMB-145 based in DFW. Prior to joining American Eagle, he flew for two years with AirNet Express in Columbus, Ohio. He attended Oklahoma State University, earning a BS in aviation science in 1999. He currently lives in Tulsa, Okla., with his wife, who is a teacher, and four-year-old daughter.

- **Captain Sean Cassidy**

*First Vice President & National Safety Coordinator
 Air Line Pilots Association, Int'l*

Captain Sean P. Cassidy (Alaska) serves as ALPA's first vice president. He was elected on Oct. 13, 2010, at the Association's 43rd Board of Directors meeting, and assumed office on Jan. 1, 2011.

"The airline industry is becoming more global, and issues outside our borders can affect pilots here in North America," said Cassidy. "ALPA's strength comes from identifying the values we have in common as pilots around the globe, and working together as we face the challenges ahead."

Cassidy has served as both chairman and vice chairman of the Alaska Airlines Master Executive Council. He was chairman of the Alaska Air Group Labor Coalition from 1999 to 2009 and has been actively involved in local and national labor issues for over a decade. Hired by Alaska in 1996, Cassidy is currently a Seattle-based B-737 captain.

Prior to his airline experience, Cassidy received an officer commission in U.S. Navy. He attended the navy's undergraduate pilot training and advanced jet training programs, and was assigned to Whidbey Naval Air Station from 1989 to 1995. Cassidy performed duties as a carrier-based EA-6B pilot in support of numerous military operations, including those in the Persian Gulf, and finished his naval career flying the C-9 as an officer in the U.S. Navy Reserves.

Cassidy resides in Fox Island, Wash., with his wife, Annemarie, and their two children. He has a BA from the University of Colorado.

- **Captain Frank Cheeseman**

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

Captain Frank Cheeseman chairs the Human Factors and Training Group for the Air Line Pilots Association, Int'l.

Captain Cheeseman has always had a passion for pilot training. He 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 is an A320 captain at United Airlines. He has flown the 737, 757/767, 777, 747-400, and A-320. 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. Frank 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.

- ❖ **Mr. Donald Conroy**

*Director
 National Targeting Center–Passenger, Customs and Border Protection*

For the past year, Mr. Conroy has served as the director of NTC-P. Prior to this assignment, he held the position of area port director, Detroit Airport, in the Detroit Field Office for two years, where he provided leadership and guided operations over six air passenger and cargo operations. He also managed the highly sensitive and complex multiagency response when a passenger on an incoming flight attempted to set off a bomb on Christmas Day 2009.

Mr. Conroy served in various positions at CBP headquarters from October 2004 through October 2009, overseeing the Incident Management and Field Liaison branches in OFO's Operations Office. In this capacity, he designed and implemented an OFO Emergency Operations Center at headquarters which supports senior leadership and field locations during national disasters or significant events.

Mr. Conroy began his career as a customs inspector in San Diego, Calif. He also performed honorable military service on active duty with the U.S. Air Force.

- **Dr. William B. Coyne**

*Associate Professor, Program Coordinator Air Traffic Management Program
 Embry-Riddle Aeronautical University*

Dr. Coyne has over 37 years' experience in the aviation industry in the areas of air traffic control, simulation training, and logistics. He has held progressively responsible operational and management positions in different air traffic control organizations, to include controller certifications in VFR tower, terminal radar, and en route center. Supervisory responsibilities have included staff and command positions at the squadron and group level in the air force within the United States and overseas. He has over 16 years of collegiate teaching experience, which includes six years in the Minneapolis Community College (Minnesota Air Traffic Control Training Center) and is currently an Associate professor and program coordinator of the Air Traffic Management program. The courses he teaches include lecture and simulation in the en route air traffic control environment in the radar and nonradar disciplines, principles of teamwork, and introductory classes in ATC that cover areas such as aviation regulations, airspace, maps, and strip marking, and graduate courses in air transportation.

While at Embry-Riddle, Dr. Coyne has been involved in a number of career positions. He was a team member for the American Council on Education evaluating curriculum for accreditation and an External Review Team member for Ministry of Higher Education & Scientific Research, Abu Dhabi, UAE, on an accreditation visit to the Al Ain International Aviation Academy. He currently holds the chair position for the ATC Education Committee with the University Aviation Association. Dr. Coyne was also peer reviewer of technical research papers for the Transportation Research Board's Aviation Security and Emergency Management Task Force.

Before coming to Embry-Riddle, Dr. Coyne was the senior air traffic instructor for UFA Inc., a leading software engineering firm specializing in ATC simulation technologies. He created and led instruction for the FAA's Standard Terminal Replacement Training System, conducting over 21 scenario and pseudo pilot training courses, 18 at FAA facilities and at 3 DoD locations. Over a two-year period, he conducted additional training courses at the FAA Academy for FAA terminal facilities and an ATC instructors course. He authored a training program for the U.S. Army National Guard on desktop precision approach radar systems and designed a comprehensive ATC training program for the U.S. Army's ATC School at Ft. Rucker, Ala. He created international ATC training programs and provided on-site training in an ICAO environment to South Africa's ATC College in Johannesburg, Denmark's ACC in Copenhagen, and the German DFS in Langen, Germany.

Dr. Coyne had a distinguished career before retiring from the U.S. Air Force. He was a graduate of the Air Force Non-Commissioned Officer Leadership School, and completed the Air Force Non-Commissioned Officer Supervisory course. He managed the daily operations of control towers, radar approach controls, and an en route center. He was selected to manage the politically sensitive Berlin Air Route Traffic Control Center. The manager of this facility was the only officer chief controller position in the air force. He managed a \$33 million budget for the upgrades of the Berlin Radar Program, which included new radar consoles, computers, and a communications system. During his career, Dr. Coyne was a graduate of the Air Force Squadron Officers School, recognized for excellence in oral presentations and writing, a graduate of the U.S. Air Force Terminal Instrument Procedures School, and the airspace management course.

❖ **Mr. Robert P. Davis, FAA**

*Manager, New Program Implementation and International Support Branch
 Air Transportation Division, Flight Standards Service
 Federal Aviation Administration*

Mr. Davis has been in Washington, D.C., in the Air Transportation Division since October 2004. Initially, he served as an aviation safety inspector in the Part 121 Air Carrier Branch, developing policy. He has been the manager of the FAA National Simulator Team responsible for FAA simulator qualification and evaluation worldwide. He then served as the manager of the Technical Programs Branch responsible for policy associated with operations specifications and minimum equipment lists. In his current position, he develops operational policy for new technologies such as ADS-B, RNP, EFVS, and others. He is also responsible for policy associated with the FAA Aircraft Evaluation Group functions such as master minimum equipment lists and Flight Standards Board reports.

Mr. Davis began his aviation career in 1969 as a U.S. Air Force pilot and retired in 1989. He served as a B-52 pilot/instructor pilot, R&D electronics engineer, and chief of Safety at two air force bases. His last assignment was as a B-1B initial cadre instructor pilot and B-1 Training Squadron Operations officer. After his air force career, Mr. Davis was a pilot for US Airways. He flew the F-28 and B-737 and also served in staff positions in the Flight Technical Operations and Flight Safety departments. His last four years at US Airways before retirement were as a B-737 simulator instructor pilot in the Flight Training Department.

● **Dr. Key Dismukes**

*Chief Scientist for Aerospace Human Factors at Human System Integration Division
 NASA Ames Research Center (Ret.)*

Dr. Dismukes recently retired as chief scientist for Human Factors in the Human Factors Research & Technology Division at NASA Ames Research Center. His research addresses cognitive issues involved in the skilled performance of pilots, their ability to manage challenging situations, and their vulnerability to error. Specific topics include prospective memory (remembering to perform deferred intentions), management of attention in concurrent task performance, and training crews to analyze their own performance. He also writes on issues involved in science and the public interest.

Previously, Dr. Dismukes was director of Life Sciences at the Air Force Office of Scientific Research. He received his PhD in biophysics from Pennsylvania State University and received postdoctoral training at the Johns Hopkins University School of Medicine. He has published papers in basic and applied psychology, neuroscience, and science and social policy. He holds the airline transport pilot certificate, B-737 and Citation type ratings, and glider instructor ratings.

He currently works as a private consultant to industry and conducts aviation human factors research for the FAA, but generally only when the soaring conditions are lousy.

❖ **First Officer Darrin Dorn**

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

Darrin Dorn is a 737 first officer with Alaska Airlines and has been an ALPA member for the last 12 years. Currently, he serves as the Alaska MEC Security chairman and as a subject-matter expert for the ALPA National Security Council. He is a graduate of Southern Illinois University and a retired master Army aviator with over 25 years' service. During his military service, he had over 10 years' experience in special operations, serving in various ranger and special forces operational assignments. He then served over 15 years as an army aviator, flying both rotary-wing and fixed-wing assignments as a pilot in command, instructor pilot, operations officer, and commander. He is currently a 737 first officer based in Anchorage, Alaska, where he resides with his wife, Angela, and three children.

• ❖ **Mr. Ken Dunlap**

*Global Director, Security and Travel Facilitation
 International Air Transport Association*

Ken Dunlap leads the International Air Transport Association's Global Security and Travel Facilitation group. Based in Washington, D.C., he is responsible for planning and executing the aviation security strategy of the Association on behalf of 230 global airlines. He oversees the policy development and advocacy functions of representatives in North America, Asia, Europe, Latin America, and South America. Ken is a leader in developing information-sharing and critical infrastructure protection programs for the airline industry. In 2010, he planned and launched the IATA's Checkpoint of the Future program.

He has testified on global aviation security issues before the U.S. Senate, House of Representatives, and Canadian Parliament. Ken is a member of the U.S. Department of Homeland Security's Aviation Security Advisory Committee. Previously, he served as the vice chairman of ALPA's National Security Committee. He holds an MA in national security studies and a BA in government, both from Georgetown University. Ken has logged over 7,000 hours as both a commercial airline and military pilot.

• ❖ **Captain Fred Eissler**

*Aviation Security Chair
 Air Line Pilots Association, Int'l*

Captain Fred Eissler is the Aviation Security chair for the Air Line Pilots Association, International's Air Safety Organization, representing the interests of over 50,000 pilots at 33 airlines in the United States and Canada. As the FedEx Legislative Affairs Committee chairman for the FedEx Master Executive Council, and member of the ALPA-PAC Steering Committee, Fred also has extensive legislative experience interacting with members of Congress.

Captain Eissler works closely with pilot groups and government agencies, such as the Transportation Security Administration, to advance ALPA's strategic security goals. These goals include the expansion of risk-based screening methods such as Known Crewmember and Known Shipper, flight deck protective programs such as the Federal Flight Deck Officer program, the installation of secondary barriers, and addressing emerging issues such as laser strikes on commercial aircraft and threatened airspace management.

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.

In 1996, Fred started his commercial career with FedEx as a 727 second officer. Now based in Anchorage, Captain Eissler has 13 years of experience on the MD-11, having flown the aircraft as captain for the last five years. He holds a flight engineer rating on the B-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 bachelor of science degree in ocean engineering. He and his wife, Helene, live in West Chester, Pa. They have five children.

• **Thomas Friedman**

*Office of Security Policy and Industry Engagement
 Air Cargo Office, Transportation Security Administration*

Thomas Friedman has been with TSA since 2003. He currently serves as the branch chief, Air Cargo Supply Chain Programs, where his responsibilities include the oversight of the Indirect Air Carriers, Certified Cargo Screening Program, and Full All-Cargo Air Carriers.

Prior to joining the TSA team, Mr. Friedman was employed by an international cargo airline. During his 19-year tenure, he has served many positions to include Air Cargo operations as well as Cargo Sales manager. He has worked directly with air carriers, freight forwarders, agents, shippers, and road-feeder organizations throughout his logistics career.

Mr. Friedman's vast knowledge of the air cargo-supply chain industry has become an integral part of the TSA Air Cargo Programs office. He is instrumental in helping build and create the current cargo standard security plans that impact the entire cargo-supply chain.

❖ Tina W. Gabbrielli

*Director, Air Domain Intelligence Integration Element
 Office of the Director of National Intelligence*

Tina Gabbrielli leads the Air Domain Intelligence Integration Element (ADII-E), which is an element of the Office of the Director of National Intelligence. ADII-E has been charged with developing a multi-departmental, multi-agency initiative to enhance intelligence and information sharing across the air domain among public- and private-sector partners. Director Gabbrielli's mission is to optimize information sharing within the global air domain community of interest by identifying barriers and defining solutions to provide a community-wide integrated, institutionalized intelligence and information-sharing capability that maximizes air domain awareness while also supporting multi-domain information integration.

Ms. Gabbrielli works with partners at all levels of government, both domestic and international, and the private sector to help address the complex intelligence integration and information-sharing needs of the air domain to address threats to and reduce risk from the air domain, including terrorism, cyber attacks, transnational organized crime, and threats from hostile nation states.

Prior to her current position, Ms. Gabbrielli established the Office of Risk Management and Analysis, National Protection and Programs Directorate (NPPD), at DHS, to lead departmental efforts for the management and analysis of homeland security risk, and to advise and represent the secretary on risk management, risk analysis, and decision-support requirements. Prior to RMA, Ms. Gabbrielli served in several other homeland security leadership positions at DHS, including as acting director of Administration at NPPD, senior director for Contingency Planning and Field-Based Preparedness in the National Preparedness Task Force, director of the Contingency Planning and Support Division in the Office of Infrastructure Protection, and director of Intelligence Coordination in the Information Analysis and Infrastructure Protection Directorate.

In addition, she has worked as an assistant United States attorney in the Eastern District of Pennsylvania, where she served in several positions to include chair of the Anti-Terrorism Task Force, chief of Terrorism, chief of Violent Crimes, chief of Major Crimes, and deputy chief and acting chief of the President's Drug Task Force and Narcotics section. Her career has included work in domestic and international terrorism, transnational crimes, chemical, biological, radiological and nuclear issues, narco-terrorism, agri-terrorism, risk assessments, indications and warnings, and terrorist tradecraft.

● Ms. Peggy Gilligan

*Associate Administrator for Aviation Safety
 Federal Aviation Administration*

Peggy Gilligan became associate administrator for Aviation Safety on January 5, 2009, after serving as the deputy associate administrator in that organization for 14 years. She has been in the Federal Aviation Administration since 1980.

As associate administrator, Peggy leads the organization responsible for setting, overseeing, and enforcing safety standards for all parts of the aviation industry—airlines, manufacturers, repair stations, pilots, mechanics, air traffic controllers, flight attendants, and any person or product that operates in

aviation. These programs have a direct impact on every facet of domestic and international civil aviation safety.

Aviation safety programs are carried out by a workforce of more than 7,000 employees located in the Washington headquarters, regional and directorate offices, and more than 125 field offices throughout the world. The organization's annual budget is more than \$1 billion.

In October 2011, Peggy accepted the Roger W. Jones Award for Executive Leadership. The annual award is given to two federal senior executives who have shown exceptional leadership while devoting themselves to a career of public service.

In May 2009, Peggy and her Industry co-chair accepted the Robert J. Collier Trophy in recognition of the Commercial Aviation Safety Team's (CAST) work in developing an integrated data-driven strategy that reduced aviation fatalities in the United States by 83 percent over 10 years. Peggy serves as the government co-chair of CAST—a joint industry/government group committed to improving aviation safety by reducing the risk of accidents.

In April 2006, Peggy and her Industry co-chair received the Laurel Award from *Aviation Week & Space Technology* magazine for improving aviation safety and “reducing the risk of fatalities in world aviation” through CAST. The annual award recognizes the extraordinary accomplishments of individuals and teams in aviation, aerospace, and defense.

Peggy was chief of staff at the FAA, serving four administrators. She also served in the chief counsel's office in Washington and as a staff attorney in the FAA's Eastern Region in New York. Peggy is a 1979 graduate of Boston University School of Law and a 1975 graduate of Manhattanville College, Purchase, N.Y. She resides in Washington, D.C.

● Captain Aaron Hagan

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

Aaron Hagan is the President's Committee for Cargo chair and a member of the FedEx MEC Legislative Affairs team. Aaron has served ALPA since 2008, when he was elected as the Block 7 status representative for the FedEx MEC. He is currently an MD-11 first officer for FedEx Express.

Prior to joining FedEx, Aaron served in both the Air Force and Air National Guard as an OV-10 and F-15 pilot with assignments in Alaska, Germany, and Florida. In addition to his flying duties, he was a rated aerospace physiologist and human factors expert and developed a syllabus and courseware later taught to the entire F-15 community.

Aaron resides in Northwest Florida with his wife of 24 years, Melissa, and three daughters, the oldest of whom is also an aspiring future ALPA member and student pilot.

❖ Captain Craig Hall

*Director, Canada Security
 Air Line Pilots Association, Int'l*

Captain Hall began his flying career as a flight instructor and charter pilot in British Columbia from 1985 to 1990, after which he joined airBC (which later became Air Canada Jazz and then Jazz Air). He has flown the de Havilland DHC-6, DHC-8, and the British Aerospace BAe-31 for that airline. Most of his 13,000 flying hours have been on his current equipment, the Dash 8 100/300. Currently based in Calgary, Alberta, he resides in Sherwood Park, just outside of Edmonton.

Captain Hall has been involved in aviation security since 1992. In 1994 he became the chairman of the Security Special Technical Committee for the Canadian Air Line Pilots Association and, when that organization merged with the Air Line Pilots Association, Int'l, in 1997, he became the director for

Canada for ALPA's National Security Committee. Additionally, he has been a member of the IFALPA Security Committee since 1994 and is now serving his second term as the IFALPA Security Committee chairman. He represents IFALPA at the ICAO Aviation Security Panel and has done so for six years.

Captain Hall was the recipient of ALPA's 2008 Aviation Security Award.

- ◆ **Captain Robert Hamilton**

Security Council Chair

Air Line Pilots Association, Int'l

Captain Robert Hamilton has served ALPA since 2006. In 2012, he was elected as the Security Council chair to represent over 50,000 pilots employed at 33 airlines in the United States and Canada. He is the subject-matter expert on laser illumination of aircraft and serves as the chairman of the PSA Airlines Security Committee.

Serving as a System Board member, Hamilton has redefined cases, saved pilot careers, and provides valuable insight and experience on cases that come before the System Board of Adjustment. Hamilton assists nonprofit organizations with the assessment of their security vulnerabilities and provides them with solutions which address said vulnerabilities.

Captain Hamilton played a role in making aircraft illumination a federal crime and continues to raise awareness surrounding aircraft illumination through reaching out to law enforcement agencies and security professionals.

Hamilton resides in Charlotte, N.C., with his wife and two children. He has a BS in aeronautical science from Embry Riddle University.

- **Mr. Steve Hansen**

National Safety Committee Chair

National Air Traffic Controllers Association

Steve currently serves as the chairman, National Safety Committee, for the National Air Traffic Controllers Association (NATCA). He also serves as the NATCA ATSAP coordinator, and as a member of the ASIAS Executive Board.

Steve has 23 of years ATC experience, which began by serving in the USAF with assignments at McClellan Tower, Sacramento, Calif.; Okinawa Approach Control, Okinawa, Japan; Eielson Tower, Fairbanks, Alaska; Tuzla Approach Control, Bosnia; and McChord Tower, Tacoma, Wash. Steve's military service was followed by a short assignment working for the Department of Defense, after which he began his FAA career at Fairbanks Tower & Approach Control, followed by Albuquerque Center.

In the past Steve has represented NATCA as a facility representative, area representative, national airspace redesign representative, regional LR team member, and southwest region safety representative.

- **First Officer Marc Henegar**

Air Traffic Services Group Chair

Air Line Pilots Association, Int'l

Marc Henegar is chair of the Air Traffic Services Group for the Air Line Pilots Association, Int'l. The ATS Group is part of ALPA's Air Safety Organization and works with FAA, as well as industry and other ALPA professionals, to represent the safety interests of over 50,000 airline pilots throughout the United States and Canada.

Marc has been heavily involved in performance-based navigation and NextGen development for over a decade. He currently flies a Boeing 737 for Alaska Airlines, where he spent five years as a technical pilot

developing required navigation performance procedures. Prior to Alaska Airlines, Marc flew a Cessna Citation X for NetJets and a Canadair Challenger.

Marc has worked in the avionics industry, aerospace insurance industry, and air traffic control. He has been published in various industry publications and has been a feature contributor for *AOPA Pilot* magazine.

An Orange County, Calif., native, Marc holds a bachelor's degree in geography and computer science from California State University–Fullerton and a master's degree in business administration from the University of Georgia. He currently resides in Bend, Ore., and is an avid mountain biker.

- **Shawn Henry**

President

CrowdStrike Services

Shawn Henry is the president of CrowdStrike Services and a retired executive assistant director of the FBI. Henry, who served in three FBI field offices and at the bureau's headquarters, is credited with boosting the FBI's computer crime and cybersecurity investigative capabilities. He oversaw computer crime investigations spanning the globe, including denial-of-service attacks, bank and corporate breaches, and state-sponsored intrusions. He posted FBI cyberexperts in police agencies around the world, including the Netherlands, Romania, Ukraine, and Estonia. He has appeared on 60 Minutes, CBS Evening News, Good Morning America, The Today Show, Dateline, Rock Center with Brian Williams, and C-SPAN. He has been interviewed by Forbes, Businessweek, the Wall Street Journal, the Associated Press, and USA Today. Henry earned a bachelor's degree in business administration from Hofstra University and a master's degree in criminal justice administration from Virginia Commonwealth University.

- **Captain Kevin Hiatt**

President & CEO

Flight Safety Foundation

Kevin was promoted to president and CEO of the Flight Safety Foundation in January 2013. He originally joined the foundation in July 2010 as executive vice president. In 2011, Kevin was promoted to chief operating officer. Prior to coming to FSF, he served as vice president of Safety at World Airways Inc., where he led the Corporate Safety and Security Department. In his role at World Airways, Kevin was responsible for flight, ground, and technical operations, and administrative safety, security, and compliance.

Prior to joining World Airways, he served as captain and chief pilot, International Operations for Delta Air Lines. During his 26 years at Delta, he was an integral part of the Safety Department, holding the positions of flight safety coordinator and manager of Line Operations Safety for eight years. Prior to his career at Delta, he flew for a regional carrier in the Midwest, and a corporate aviation department, for a total of 35 years of aviation experience. He is the recipient of several aviation safety awards, including the SAFE Industry's General Spruance award for outstanding safety education program and the Aircraft Firefighting International Working Group outstanding contribution to aviation fire safety. Kevin is a graduate of Purdue University's Professional Aviation Technology program.

Kevin brings over four decades of aviation experience to the foundation and is responsible for continuing the rich legacy of promoting aviation and aerospace safety that began 66 years ago.

- **Captain Chuck Hogeman**

Aviation Safety Chair

Air Line Pilots Association, Int'l

Captain Charles "Chuck" Hogeman was appointed as Aviation Safety chair for the Air Line Pilots Association, Int'l (ALPA) on Aug. 1, 2011, overseeing air safety policy for the Association's over 50,000

represented pilots at 33 U.S. and Canadian airlines. He currently flies the Airbus 320 as a captain for United Airlines.

He serves as ALPA's representative on a number of industry safety groups, including the Commercial Aviation Safety Team and the Aviation Safety Information Analysis System. In 2010 and 2011, he served on FAA aviation rulemaking committees examining pilot qualifications and airline training program hour requirements.

Previously, he served as ALPA Human Factors and Training Group chair from 2008 to 2011, and director of Pilot Training and chairman of the ALPA Training Council from 2003 to 2006. During that period, he led the effort to establish ALPA policy regarding crew resource management training, the Advanced Qualification Program, and the multicrew pilot license.

In 2003, he was designated as an ALPA advisor to the Federal Aviation Administration at the ICAO Flight Crew Licensing and Training Panel. This panel revised international standards for the licensing and training of pilot crewmembers.

Captain Hogeman began his professional airline career in 1977 with Commuter Airlines in Binghamton, N.Y. In 1978, he joined Denver-based Aspen Airways as a line pilot, and later as check airman, flying CV-580 and BAe-146 aircraft. He also held director of training and chief pilot positions in his 13 years at Aspen Airways, which later merged into Air Wisconsin.

In 1991 he joined United Airlines as a pilot and was subsequently selected as a pilot instructor in the B-757/B-767 program. In 1994, he was chosen as one of the initial pilot instructors to develop United's B-777 AQP training program prior to the aircraft being introduced into service. From 1996 to 2000, he managed the development of United's line operational simulation training program for all United fleets and served on the Airline Transport Association's (now known as Airlines for America) AQP Working Group.

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 U.S. FAA gold seal flight instructor certificate. He holds an associate of science degree in aeronautical engineering from Daniel Webster College, a bachelor of science degree in business management from Southern New Hampshire College, and a master of science degree in technical communication from the University of Colorado.

❖ **Mr. Stephen Holl**

Chief of Police

Metropolitan Washington Airports Authority Police

Chief Holl was appointed as the chief of police for the Metropolitan Washington Airports Authority in July 2006. He previously served with the Arlington County Police Department for 33 years. While in Arlington, he rose through the ranks and served in various assignments to include Internal Affairs, Accreditation, and Special Operations. He served on the SWAT team for 17 years and commanded the team for five years. As a SWAT team member he earned the department's Valor Award for his work in resolving a hostage barricade incident in which two officers and a hostage were wounded. He attained the rank of deputy police chief. While in this position he served as the Police Department's on-scene incident commander after the attack on the Pentagon on September 11, 2001.

During the last few years of his career, Chief Holl was assigned to the County's Office of Emergency Management as deputy director. During this assignment, Chief Holl led incident management teams to Charlotte County, Fla., after Hurricane Charley and to New Orleans after Hurricane Katrina.

Chief Holl has earned his master's degree in the administration of criminal justice from the American University in Washington, D.C. He is a graduate of the 166th session of the FBI National Academy.

- **First Officer Steve Jangelis**

*Airport and Ground Environment Group Chair
 Air Line Pilots Association, Int'l*

Steve Jangelis is the Airport and Ground Environment Group chair for the Air Line Pilots Association, Int'l, and an accident/incident investigator for the Delta Air Lines pilots. Steve currently flies the B-767, based at New York's JFK Airport. He is type rated on the Douglas DC-9, Boeing 727, 757, 767 and was a simulator instructor and line check airman on the Boeing 727 flying for both cargo and passenger operations.

Steve currently is the industry co-chairman of the FAA's Root Cause Analysis Team and serves as a member of the FAA's Runway Safety Council and the FAA's Research, Engineering, and Development Advisory Committee Subcommittee for Airports. Steve is a member of the Airport Construction Advisory Council and has also participated in safety risk management panels on airport construction and signage.

- ❖ **Mr. Kent A. Jefferies**

Section Chief, Aviation Programs Section
 Federal Air Marshal Service

Mr. Jefferies joined the Federal Air Marshal Service in August 2002. He currently serves as the section chief of the Aviation Programs Section, providing management and oversight to the federal flight deck officer and crewmember self-defense training programs.

During his career with the Federal Air Marshal Service, Mr. Jefferies has held several key management positions within the headquarters offices of Field Operations, Flight Operations, Mission Support, and Training Management. As the senior executive at TSA's Freedom Center, Mr. Jefferies provided oversight of the daily operations of the Transportation Security Operations Center, the Emergency Preparedness Division, and the Systems Operations Control Division. These components provide critical incident management, continuity of operations, and ensure the effective scheduling, deployment, and support of federal air marshals worldwide. As the supervisory air marshal in charge of the Management and Organization Division, Mr. Jefferies was responsible for the management of strategic planning, program review, and audit liaison, as well as creation and implementation of records management and security programs for the Federal Air Marshal Service nationwide. Mr. Jefferies also provided leadership to the original design, implementation, and operational management of the federal flight deck officer and aviation security officer programs in support of commercial and general aviation security in the aftermath of 9/11.

Mr. Jefferies's career in law enforcement began as a law enforcement explorer with the Des Moines, Iowa, Police Department in 1969. He continued his law enforcement career with the Federal Bureau of Investigation; the Fairfax County, Virginia, Police Department; the U.S. Secret Service; and the Treasury Inspector General for Tax Administration (TIGTA). Prior to his appointment to the federal air marshal service, Mr. Jefferies was detailed to the Domestic Terrorism Operations Unit of the Federal Bureau of Investigation on behalf TIGTA.

During his 21-year career as a special agent with the Secret Service, he served in the Washington, D.C., Chicago, and Richmond field offices, as well as the Counter Assault Team, the Office of Training, and the Office of Protective Operations, where he served in the Vice Presidential Protective Division and as a supervisor in the Presidential Protective Division (PPD). During his assignment on PPD, he supervised critical incident management at the White House Complex and provided program management of the restricted airspace within the National Capitol Region.

Mr. Jefferies holds bachelor of science degrees in law enforcement and sociology from George Mason University, Fairfax, Va., and attended graduate school at George Washington University, Washington, D.C. He has completed the Leadership Development Program at the Johns Hopkins University, Baltimore, Md.

- **Mr. Ken Jenkins**

*Vice President of Emergency Services
 BMS Global*

Ken is the vice president of Emergency Services for BMS Global in Fort Worth, Tex. BMS Global specializes in transportation accident response, coordinating the recovery, restoration, control and claims handling of personal effects, and documentation of recovery efforts, as well as temporary mortuary services, repatriation of remains, and recovery and disposal of the wreckage. He assisted with the response to US Airways Flight 1549, Continental Express Flight 3407, and American Airlines Flight 331.

Prior to joining BMS Global, Ken was the manager for American Airlines' Emergency Response and CARE Program. He began his work in emergency services as a volunteer, working with families following two American Eagle accidents in 1994. He quickly rose to Command Center leader at AA's Telephone Enquiry Center then to Family Assistance Site manager following the Little Rock accident. As the manager of Emergency Response, Ken was responsible for AA's family assistance response for the events of September 11, the response to the Queens, N.Y. accident, and the response for Corporate Airlines in Kirksville, Mo.

Ken has a master's degree in aeronautical science from Embry-Riddle University. He also holds a bachelor of arts in political science as well as a bachelor's degree in history. He is a two-time recipient of the Who's Who Among Students in American Colleges and Universities award.

- ❖ **Mr. George Johnson**

*Supervisory Federal Air Marshal, Criminal Investigative Division, Transportation Crimes Unit
 FBI*

Mr. Johnson joined the Federal Air Marshal Service (FAMS) in May 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 Investigations (FBI) Criminal Investigative Division. In this capacity, he has program management responsibility over the Transportation Crimes Subprogram, the FBI Law Enforcement Flying Armed Program, and the Laser Strike Working Group. He has also been responsible for planning, leading, and directing the work of 33 FAM investigators and supervising 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 managed the Special Mission Coverage Program, a task requiring that all requests for coverage receive senior leadership approval and document distribution to appropriate stakeholders. His assignments in the FAMS include two years in Liaison Division-International Section, where he developed, coordinated, and assisted in the negotiation of 13 international agreements between the OLE/FAMS and foreign nations. During this period, he managed the progress of 25 MOU negotiations and served as the primary conduit between the FAMS and the international air marshal community. He also served in air carrier liaison and flew missions for six years as a FAM assigned to the Philadelphia Field Office.

Prior to joining the Federal Air Marshal Service, Mr. Johnson served for over 12 years in various international operations capacities in both the private sector and in the U.S. Army.

Mr. Johnson began his career in Germany in 1990 as an armor officer. He went on to distinguish himself as a tank platoon leader during Operations Desert Shield and Desert Storm. He served as a battlefield intelligence coordinator for the Second Armored Cavalry Regiment in Amberg, Germany, and then redeployed to Fort Hood, Tex., where he commanded two additional tank platoons prior to his promotion to captain and transition to Military Intelligence. As an Intelligence officer, he was assigned to the U.S. Southern Command (USSOUTHCOM) as senior country analyst for the countries of Peru and Ecuador. While in this assignment, he was recognized as the first USSOUTHCOM analyst to co-author

an article published in the *National Intelligence Digest*. In March 1996, he was offered the position of director of Operations for Kinedyne South America, a subsidiary of a U.S. multinational dedicated to the production of cargo control equipment. In May 2001, following five years of exponential growth in Argentina, Johnson undertook the challenge of directing the U.S. operations of an international nonprofit corporation dedicated to cultural exchange.

Mr. Johnson is a Hispanic American, born in Peru. He holds a bachelor of arts degree in Spanish/Latin American–area studies from the American University School of International Service in Washington, D.C. He has also attended graduate courses in International Studies at Boston University.

- **Mr. Jim Krieger**

*Group Manager–Runway Safety
 Federal Aviation Administration*

Jim Krieger is the acting group manager of the Federal Aviation Administration (FAA) Air Traffic Organization Office of Runway Safety. He has 31 years of experience with the FAA, mostly at O'Hare Air Traffic Control Tower (ATCT-ORD), where he has served as an air traffic controller, area supervisor, area manager, staff manager, and support manager for Quality Assurance. He was also the assistant air traffic manager at Chicago Terminal Radar Approach Control from 2003 to 2008.

In 2010, Mr. Krieger was named the chairman of the Airport Construction Advisory Council (ACAC), a panel of safety experts both internal and external to the FAA. The ACAC has been tasked with ensuring safety during airport construction projects. "It has been my good fortune to work with this group of motivated professionals who have produced many great initiatives in a relatively short period of time." Some ACAC products include the development and implementation of new construction-specific controller phraseology, the creation of graphic construction NOTAMs for pilots and controllers, and the creation of new airport construction signage and markings which will be tested at several airports this summer. The ACAC has also influenced airport construction safety on a global basis by working closely with ICAO and EUROCONTROL. "The ACAC is effective because it draws on the experiences and passions of a diverse group of aviation professionals including pilots, controllers, airport operators, dispatchers, and representatives of numerous FAA offices. I can explain the success of the ACAC in one word—and that word is 'collaboration.' Without it, I am certain that our products would have been comparatively inferior."

Jim views his appointment as the group manager of Runway Safety as a tremendous opportunity to positively influence aviation safety nationwide and to move U.S. runway safety to the next level. "Over the years, the Office of Runway Safety has done a great job and has had a positive impact on aviation safety nationwide. However, I believe that it is time, and natural from a system maturity standpoint, that we approach the problem in new ways that are different and even more effective than what we have done in the past. By 'we,' by the way, I mean not just my group, but every pilot, controller, airfield driver, and anyone who has anything to do with operations on our airports. We are simply all responsible for runway safety."

To that end, Jim is leading an effort to reach out and educate more stakeholders in innovative and more relevant ways by developing FAA Runway Safety mobile apps, interactive webinars, videos, and by employing various forms of social media to communicate with and educate anyone wanting to stay informed on all things affecting runway safety. "While this may sound crazy, it is my sincere goal to instill runway safety principles industry wide to the extent that in the future there will be no real need for a specific Runway Safety Office. At that point, runway safety will truly be a way of life for all of us and our safety record will definitively reflect that fact."

Jim is married, has four children and a granddaughter, and lives in a suburb of Chicago. He is also an avid pilot, and has a bachelor's degree in aeronautical studies from Embry-Riddle Aeronautical University and a master's degree in business administration.

❖ **First Officer Wolfgang Koch**
FFDO Subject-Matter Expert
Air Line Pilots Association, Int'l

Wolfgang Koch began his airline career at Mesa airlines in 1990. After five years of service at Mesa, he joined Northwest Airlines (NWA) and is now employed by Delta Air Lines. He served as member and chairman of the NWA ALPA Security Committee from 2002 to the merger with Delta Air Lines. Wolfgang is currently chairman for the Security Committee at Delta Air Lines, and FFDO subject-matter expert for ALPA International.

During his tenure at NWA, Mr. Koch focused his efforts on improving all aspects of security for its crewmembers. He involved himself with FFDO liaison work, FAM aircraft familiarization training, design aspects of CrewPASS, secondary barrier proofing, and layover protection standards.

Wolfgang presently flies internationally as a first officer on the Boeing 757/767. He holds an airline transport pilot certificate with several aircraft type ratings, a flight engineer turbo jet certificate, a certified flight instructor certificate, and ground instructor certificates. He holds a BA degree from the University of Maryland, College Park campus. He lives in central Florida with his wife and 13-year-old daughter.

❖ **Ms. Candace Kolander**
Coordinator, Air Safety, Health, and Security
Association of Flight Attendants

Candace K. Kolander is the coordinator for the Air Safety, Health, and Security Department at the Washington, D.C., office of the Association of Flight Attendants-CWA (AFA-CWA). As such, she works with the director to accomplish the research, regulatory, and training mission of the department by providing services to the AFA-CWA membership, international officers, and its Board of Directors. She is also one of the contacts in the department who deals with security issues. Ms. Kolander is the liaison between the safety chairs at the carriers and the international AFA-CWA office. She also reviews and comments on proposed regulatory changes, advisory circulars, and handbook changes. She responds to AFA-CWA member carrier aviation accidents as well as provides the training and assistance to AFA-CWA participants in National Transportation Safety Board accident investigations. The AFA-CWA represents 55,000 flight attendants at 20 airlines.

She currently serves as a subcommittee member for the National Aeronautics and Space Administration-Aviation Safety Reporting System, representing U.S. flight attendants. She continues her work with voluntary reporting systems as the chair of the Cabin Group at the Aviation InfoShare meetings. She is the flight attendant representative on the industry Master Minimum Equipment List Subcommittee.

She is currently working with the International Civil Aviation Organization (ICAO) on revising the ICAO training manual for cabin crew. Other training initiatives included work on a Federal Aviation Administration Aviation Rulemaking Committee tasked with rewriting the training regulations for crewmembers in the United States. The FAA documents have still not been finalized. She served as a member of the Aviation Security Advisory Committee and worked on the rewriting of the common strategy after the events of 9/11. In addition to these larger committees, she has worked on other smaller industry working groups to represent flight attendants, such as crewmember fatigue and aircraft design.

Ms. Kolander was a flight attendant for 22 years. While at her carrier she served in multiple union roles in addition to helping plan and teach flight attendant recurrent training.

- **The Honorable Frank LoBiondo**

Chairman, Aviation Subcommittee

House Transportation and Infrastructure Committee

Frank LoBiondo grew up in South Jersey admiring his father, a man who balanced the demands of running a business, holding elected office, active community involvement, membership in his church, and providing for his family. Frank became a successful small businessman himself, working for more than 26 years at his family-owned and -operated trucking company. He became an active participant in numerous civic and charitable efforts, including the SPCA, the Cumberland County Guidance Center, the local YMCA, and rotary. With the foundation of these accomplishments, he was asked by local leaders and private citizens to continue his service by running for public office.

Frank has served South Jersey on the county, state, and federal levels ever since his successful election to the Cumberland County Board of Chosen Freeholders in 1984. After three years on the Freeholders Board, he was elected to the New Jersey General Assembly, representing the First Legislative District from 1988–1994. In November 1994, Frank was elected to the U.S. House of Representatives, serving constituents from New Jersey's Second Congressional District, representing all of Atlantic, Cape May, Cumberland, and Salem counties and parts of Camden, Gloucester, Ocean, and Burlington counties to this day.

On Capitol Hill, Congressman LoBiondo is a member of the House Transportation & Infrastructure Committee. He takes great pride in serving as the chairman of the Subcommittee on Aviation, given its critical importance to South Jersey. He is also pleased to sit on the Subcommittee on Highways and Transit and the Subcommittee on Coast Guard & Maritime Transportation—both of which have jurisdiction over critical issues that affect New Jersey's growing and ever-changing transportation needs. A staunch advocate for strengthening our nation's security, Congressman LoBiondo also serves on the House Armed Services Committee and is a champion for New Jersey's bases and service personnel, especially on issues of military pay and benefits. And, appointed in the 112th Congress, Frank serves on the House Permanent Select Committee on Intelligence.

Known across the extensive district—roughly one-third geographically of the entire state—as a fierce supporter of veterans, Frank continues to work hard to expand access to community-based health-care providers, thus minimizing the need for South Jersey veterans to commute outside the state for VA-approved services. His unwavering efforts have resulted in establishing and expanding outpatient clinics in Cape May, Vineland, and Northfield, and additional medical services provided at the Veterans Memorial Home and a VA-handicap transport van for veterans needing extensive medical treatment.

Drawing from his childhood love of the outdoors, Frank has always maintained a strong commitment to protecting the environment. Throughout his time in public office, he has worked to protect fragile wildlife and wetlands and stood up for projects that will preserve and restore the New Jersey coastline. His work in Congress has won recognition from many environmental groups, including the Audubon Society, the League of Conservation Voters, and the Sierra Club.

Frank is a strong voice for the private sector and believes that it is not the government, but private businesses that create jobs and grow the economy. He has supported efforts to increase total transparency in the process of allocating taxpayer dollars and even returns the unused funds each year from his congressional office's account to the U.S. Treasury.

Frank received his BA in business administration from St. Joseph's University in Philadelphia before returning home to Cumberland County. To this day, Frank's family roots run deep in the community. A true South Jersey man from Rosenhayn, Frank currently lives in Atlantic County with his wife Tina and their two rescued Weimaraners, Lola and Luca.

❖ Mr. John Lucia

*Team Lead, Air Traffic Security Coordinator
 Federal Aviation Administration*

John Lucia currently serves as the manager of the National Tactical Security Operations team within the FAA's System Operations Security Directorate. In this capacity, he helps lead the agency's efforts to use its air traffic management capabilities to protect our country from aviation-related threats, specifically terrorist attacks involving flights. Mr. Lucia is also responsible in this role for helping to orchestrate the FAA's mitigation of the impact of these threats on the safety and efficiency of the national airspace system.

Mr. Lucia has extensive field experience in both tower and radar air traffic control facilities. After graduating from Embry-Riddle Aeronautical University in 1987, he started his career with the FAA as an air traffic controller at New York LaGuardia Tower. Since then, his consistently superior performance has been recognized by the FAA, which has assigned Mr. Lucia to positions of rapidly increasing responsibility, including his positions as an operations manager at Washington Dulles Tower and at New York Terminal Radar Approach Control, a facility with arguably the busiest and most complex airspace in the world.

The agency selected Mr. Lucia to join System Operations Security in April 2011. He has been instrumental in strengthening the agency's operational security capabilities, including its management of the Domestic Events Network, which is the government's preeminent coordination tool for interagency cooperation on real-time security incidents. Mr. Lucia is widely respected as an emerging authority and leader on air traffic management-related security matters.

❖ Chief Duane McGray

*Executive Director
 Airport Law Enforcement Agencies Network*

Duane McGray has 40 years of public safety experience. He began his career with the Orlando, Fla., Police Department, where he served in numerous command-level positions before retiring with the rank of captain in 1995. During his last four years in Orlando, he served as the commander of the Aviation Division at Orlando International Airport. During his tenure there, he cut the staffing level 16 percent while increasing overall productivity.

From 1995 to 2007 he served as the chief of Public Safety for the Nashville International Airport. His responsibilities included the delivery of airport rescue and firefighting, law enforcement, emergency medical, and security services. He also served as president of the Airport Law Enforcement Agencies Network and as an assessor for the Commission on Accreditation of Law Enforcement Agencies. He has a MS in criminal justice from Rollins College in Winter Park, Fla., is a graduate of the Southern Police Institute at the University of Louisville, the FBI Law Enforcement Executive Development Course, and the Police Executive Research Forum and JFK School of Government's Senior Management Institute.

From 1997 through 2003, Duane served as president of the Airport Law Enforcement Agencies Network (ALEAN). During that period, the Association experienced tremendous growth. ALEAN now has over 100 U.S. Airport Police Department members with additional memberships in Canada and the United Kingdom.

Mr. McGray has served several years as a member of the Aviation Security Advisory Committee that was chartered in the aftermath of the bombing of Pan American World Airways Flight 103 in 1988 over Lockerbie, Scotland.

Mr. McGray now serves as executive director for the Airport Law Enforcement Agencies Network.

- **Mr. Aaron McCrorie**
Director of Standards
Transport Canada

Aaron McCrorie is the director of Standards for Transport Canada Civil Aviation. Prior to that, he held a variety of positions with Transport Canada, primarily in the area of transportation security. In addition, he has been involved in a number of special projects, notably Olympic security, G8/G20 security, and the Beyond the Border Working Group. Over the course of his career, Aaron has established close working relationships with key stakeholders, including airports, airlines, and employee groups on the subjects of risk management and safety and security regulation.

-  **Captain Lee Moak**
President
Air Line Pilots Association, Int'l

Captain Lee Moak is the ninth president of the Air Line Pilots Association, Int'l (ALPA). He was elected by the union's Board of Directors on Oct. 13, 2010, and began his four-year term on Jan. 1, 2011.

"Our union has faced many challenges throughout its long history," said Captain Moak. "Our successes have been most evident when we have worked together for the common good. I look forward to working with the many talented ALPA pilots and union staff as we proactively engage with each and every party that has the potential to influence the careers and professional lives of the pilots we represent."

As ALPA's chief executive and administrative officer, Captain Moak 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, and the news media.

As the ALPA president, Captain Moak 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 tasked with advising the administration on key-decision gates with regard to improving and modernizing the nation's aviation infrastructure.

A B-767 Delta Air Lines captain, Captain Moak joined ALPA in 1988. He served three terms as the chairman of the Delta Master Executive Council. His leadership in this capacity was crucial during Delta's bankruptcy recovery and successful merger with Northwest Airlines. Prior to becoming an airline pilot, the ALPA president served nine years as a U.S. Marine Corps fighter pilot. He later transitioned to the Naval Air Reserve to finish his military career as a U.S. Navy fighter pilot.

Captain Moak continues to expand the traditional role of labor union leader through a policy of "active and constructive engagement" with any and all parties who can affect the professional lives and careers of the pilots he represents—from local reporters to international media; from Main Street to Wall Street; from regulators to legislators; from other unions to industry leaders around the globe, ensuring ALPA pilots are involved and contributing.

Captain Moak is married and resides in New Orleans.

- **Ms. Victoria Newhouse**
Assistant Administrator, Risk-Based Security
Transportation Security Administration

In March 2013, Victoria Newhouse became the assistant administrator for the Office of Risk-Based Security, which is responsible for coordinating and leading the implementation of TSA's risk-based security initiatives agency-wide. In this role, Newhouse is responsible for conceptualizing, planning,

and integrating initiatives that support an intelligence-driven risk-based approach to all areas of TSA operations and technology, including TSA PreCheck.

Prior to assuming her current role, Newhouse was the deputy assistant administrator for the Office of Intelligence and Analysis. In that position, she oversaw all TSA daily intelligence, information-sharing, and vetting operations, including the TSA Secure Flight program. She also oversaw TSA vetting operations that conduct background checks for approximately 14 million transportation workers.

Newhouse is a licensed attorney in Maryland and served in several positions as a senior legal advisor at TSA. As the deputy chief counsel for general law, she led legal operations covering a wide variety of issues supporting TSA operations. Additionally, she served as the assistant chief counsel for ethics and general legal services and the assistant chief counsel for information law. Prior to joining TSA in 2004, Newhouse was a senior attorney-advisor for the Department of the Army, Office of General Counsel.

She graduated from the University of Richmond School of Law and received a bachelor of arts from the University of Richmond and a master of arts from the University of Kansas.

- **Mr. Michael J. O'Donnell**

*Director, Airport Safety and Standards (AAS-1)
 Federal Aviation Administration*

Michael J. O'Donnell, A.A.E., joined the FAA as director of the Office of Airport Safety and Standards in June 2008. As director, his primary responsibilities lie in all airport program matters related to standards for airport design, construction, maintenance, operations, safety, and airport safety management systems, as well as for oversight of the Airport Cooperative Research Program.

Before joining the FAA, Mr. O'Donnell was appointed as the executive director of the South Carolina Division of Aeronautics. As director, he was responsible for the supervision and control of the state's 60 airports and for the promotion of aviation safety and air commerce.

Mr. O'Donnell is an accredited airport executive with 12 years of airport management experience at several general aviation and commercial service airports in the Northeast, including nearly seven years as airport manager of the Waterbury-Oxford Airport in Connecticut. His background includes bachelor and master's degrees from Embry-Riddle Aeronautical University and six years of active-duty service in the U.S. Air Force.

Mr. O'Donnell is an experienced aircraft accident investigator and ARFF fire fighter. He holds a private pilot certificate and is an experienced college professor who has taught courses in airport management, aviation history, commercial aviation safety, and airport certification.

Mr. O'Donnell, his wife, Ella, and their two children, Justin and Brianna, reside in Manassas, Va.

- ✈ **First Officer Rich Odbert**

*Jumpseat Council Chairman
 Air Line Pilots Association, Int'l*

Rich Odbert has served as an ALPA International's Jumpseat chair for over five years. In addition, he formerly served as vice chair. He has served on the FedEx ALPA MEC since 2003 as Jumpseat Committee chair, Security Committee liaison, and is a member of the FedEx SERC (Security Event Review Committee). At a former 121 ALPA passenger airline, he created and chaired an ALPA Operational Oversight Committee, acting as a direct liaison between line captains and VP-level flight management. In total, he has served on ALPA committees for almost 15 years.

Rich is presently a B-777 PCA/flex instructor and B-777 first officer based in KMEM. His previous positions include MD-11/MD-10 first officer, B-727 first officer, and a flight engineer. Rich's aviation

employment background consists of limited military service, six FAR 121s, two FAR 135s, and Part 91 (91,135, and 121). His line captain and LCA experience has been in both passenger and cargo airline operations. His previous airline jobs were with America West, B-737 (ALPA); Air Wisconsin, when it was a UAL subsidiary corporation, on the BAe-146 and DO-328 (ALPA); Mountain Air Express DO-328 (division of Western Pacific); Big Sky Airlines, Metros and C-402; Air Methods air ambulance BE-20; Corporate Air BE-1900, B-99, and AC-500/680; and Alpine Aviation, B-99. Rich also serves on the collegiate Aviation Advisory Board, Rocky Mountain College, Mont.

Rich has been a four-time ALPA member since 1997, including an inactive continued membership, before again going active when the FedEx Pilots Association voted to rejoin ALPA. He has been a career commuter via the jumpseat since 1993, and at times has been quite creative while commuting from places such as Kalispell, Mont., and North Platte, Neb.

Rich believes that flight deck access security and jumpseat issues are always best dealt with by the pilot-in-command. He believes that the flight deck crewmembers are the first line of safety and the last layer of defense in air carrier line-haul operations. He continues to be an understudy of counterterrorism techniques, effective security, and defense mechanisms in aviation, especially as they relate to flight deck and aircraft access. Rich also believes that the time-honored legacy of the jumpseat, shared across all associations and all companies, is a strong bond between all airline pilots and, more importantly, an enhancement to safety and security. He believes access by pilots to all carriers, under PIC authorization, is an effective security and safety tool and allows the PIC additional on-board assets.

- **Mr. Chris Oswald**

*Vice President, Safety and Regulatory Affairs
 Airports Council International–North America*

Chris Oswald joined ACI-NA as vice president, Safety and Regulatory Affairs, in October 2008. In this role, he has primary responsibility for ACI-NA's activities in safety, capacity, operations, design, and other technical issues. He monitors aviation industry developments as well as international and U.S. regulatory actions and programs affecting safety, capacity, operations, design, and other technical issues at North American airports. He also serves as an airport representative on industry and government committees and working groups focusing on safety, capacity, operations, design, and technical issues and develops, coordinates, and presents policy, recommendations, and proposals for ACI-NA and our members on safety, capacity, operations, design, and other technical issues.

Specific areas of focus within Chris's portfolio include the Next Generation Air Transportation System; airport safety management systems; irregular operations planning; response and recovery; airport ground access; terminal and airfield planning, design, and operations; and airport capital project delivery systems.

Oswald has 18 years of experience in airport planning, operational analysis, and economic analysis. He spent 13 years of this time at Jacobs Consultancy/Leigh Fisher Associates, where he led the firm's airfield/airspace practice area and was responsible for managing numerous airport master plans, airfield improvement/capacity enhancement studies, and benefit-cost analyses. Chris also had the opportunity to work with AvAirPros, where he served as the liaison between the airlines and San Francisco International Airport on matters related to the airport's runway reconfiguration project in the late 1990s.

He holds a bachelor's degree in engineering from Harvey Mudd College in Claremont, Calif., and a master's degree in civil engineering from the University of Texas at Austin.

- **Captain Jeff Perin**

*Accident Analysis and Prevention Group Chair
 Air Line Pilots Association, Int'l*

Captain Jeff Perin has been the Accident Analysis and Prevention (AAP) Group chairman since October 2011. Prior to assuming the chairman's role, he served as the vice chairman of the AAP group. Captain Perin also is an instructor at ALPA's Basic Safety and Advanced Accident Investigation courses.

Captain Perin joined ALPA in 1999 as an Airbus A320 Spirit Airlines captain. He has served with the Spirit Master Executive Council as a Local Air Safety representative, Event Review Committee representative for the Aviation Safety Action Program, Central Air Safety Committee chairman, and still serves as the chief accident investigator.

In his role as the chief accident investigator for the Spirit MEC, he has investigated several incidents with the NTSB, including Spirit 970 and Spirit 171. During the course of these investigations, Jeff served as the party coordinator and authored both of ALPA's submissions on these events to the NTSB.

Before joining Spirit Airlines, Captain Perin flew for Kitty Hawk Air Cargo and Air Net Express. Captain Perin graduated from Indiana State University in 1990 with a bachelor of science in aerospace technology.

- **Mr. Brett G. Pomainville**

*Division Chief East Asia and the Pacific Islands
 Office of American Citizens Services and Crisis Management, Bureau of Consular Affairs
 U.S. Department of State*

Brett Pomainville serves as division chief for East Asia and the Pacific in the Bureau of Consular Affairs' Office of American Citizens Services. A career Foreign Service officer, he began his diplomatic work in 1995 and has served overseas as a U.S. consul in Argentina, Poland, and Mexico. From 2009 to 2011, Mr. Pomainville served on Capitol Hill as the Department of State's congressional liaison officer. He was deputy principal officer and consular section chief at the U.S. Consulate General in Hermosillo, Mexico, from 2006 to 2009.

Mr. Pomainville has also had assignments in Washington, D.C., with the Bureau of European and Eurasian Affairs, the Bureau of Oceans and International Environmental Affairs, the Visa Office, and the State Department Operations Center. He speaks Spanish and Polish.

Born and raised in Colorado, Mr. Pomainville now lives in the Washington, D.C., area with his two sons. He is a graduate of Georgetown University's School of Foreign Service and holds a master's degree in international management from the Thunderbird School of Global Management.

- **Captain Christopher Reed**

*Manager, Advanced Qualification Program
 JetBlue Airways*

Captain Christopher B. Reed is the manager of the Advanced Qualification Program at JetBlue Airways. In this role, he is responsible for all of JetBlue's flight-training curricula and threat and error management training programs.

Captain Reed joined JetBlue in 2005, and is an Airbus A320 captain. His aviation background includes aerobatic, corporate, regional, and major airline flying. He has been an aviation educator throughout his career, having served as a general aviation flight instructor, CRM facilitator, and a check airman at three different airlines.

Between 1996 and 2002, Captain Reed served in a number of leadership roles in the safety structure of the Air Line Pilots Association, Int'l. From 2002 to 2004, he served as a senior research associate with the NASA Human Factors Research and Technology Division.

Captain Reed is a 1987 graduate the Massachusetts Institute of Technology. Before becoming a professional aviator, he served as an officer in the U.S. military. He holds type ratings for the A320, B-737, ERJ 190, ERJ 170, and BE-1900 on his airline transport pilot certificate. He lives with his family in Orlando, Fla.

- **First Officer Helena Reidemar**

Director of Human Factors

Air Line Pilots Association, Int'l

Since January 1, 2012, First Officer Helena Reidemar has held the position of Human Factors Program director in the ALPA Air Safety Organization Human Factors & Training Group. She currently flies the Boeing 757/767 at Delta Air Lines. Before that, she was a DC-9 first officer instructor for 10 years.

She has participated in human factors-specific industry and academic research and numerous other projects for the past 15 years and has served as a CIRP coordinator and Human Factors Subcommittee chair for the past 12 years at Northwest Airlines and Delta Air Lines.

First Officer Reidemar earned a BS in aviation management from Southern Illinois University; dual specialization MAs in aeronautical science from Embry-Riddle Aeronautical University–Daytona Beach; and a PhD ABD in safety engineering. Currently, she is an adjunct professor at the University of Central Missouri, teaching in its aviation safety master's degree program.

She served six years in the Illinois Army National Guard, and currently resides on a lake near Ann Arbor, Mich., with her 11-year-old daughter, Arielle.

- ♦ **Captain Everett Reese**

Aviation Security Subject-Matter Expert

Air Line Pilots Association, Int'l

Everett Reese is starting his ninth year as an EMB captain for ExpressJet Airlines. Everett joined ALPA in 2004.

Captain Reese has served as a member and chairman of the ExpressJet ALPA Security Committee for over seven years, was director of operations for the former National Security Committee, served as ExpressJet LEC 176 captain representative, and is currently a subject-matter expert for the ALPA International Aviation Security structure.

Captain Reese currently lives in southern Wisconsin with his fiancée, Katie.

- **First Officer Mark Rogers**

Director of Dangerous Goods Program

Air Line Pilots Association, Int'l

Mark Rogers serves as the director of Dangerous Goods Programs for ALPA, and as chairman of the IFALPA Dangerous Goods Committee, representing more than 100,000 pilots at 100 member associations throughout the world. As the IFALPA chairman, Mark serves as a voting member of the ICAO Dangerous Goods Panel, the body responsible for developing dangerous goods regulations in the air mode for all international shipments.

Mark began dangerous goods work for ALPA in 1998, and has been chairman of the IFALPA Dangerous Goods Committee since 2006. He began his airline career with in 1996, and has flown the EMB-120, 737, A319/A320, 777, and is currently a 757/767 first officer for United Airlines, based in New York. Prior to airline flying, Mark received a bachelor of science degree in chemical engineering from the University of Illinois at Urbana-Champaign, and has served as a chemical engineering research assistant and chemistry teaching assistant. He lives with his wife, Charity, and son, Izaiah, in San Francisco.

✈️ First Officer Bob Spadea

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

Robert "Bob" Spadea is employed in his twenty-third year with United Airlines, flying international routes throughout Europe, South America, and Asia.

His ALPA volunteer work within the realm of jumpseat ops started shortly after September 11, 2001. During his time at the United MEC, he was instrumental in getting United Airlines to implement the CASS vetting program for its pilots. He was also instrumental in implementing other improvements to United's jumpseat operations during this time period. In 2007, Bob was asked to move from the United's MEC Jumpseat Committee to the ALPA National Jumpseat Committee. His duties include overseeing jumpseat operations for all the ALPA-affiliated legacy, national, and cargo carriers.

His airline career started in 1984 with Will's Air Service, a scheduled passenger service operating between Boston, Hyannis, Nantucket, and Martha's Vineyard, Mass. In 1986, he acquired a flying job with Bar Harbor Airlines, Bangor, Maine. Shortly after leaving Maine, he transferred to the Florida operation and was there until 1989, when he was hired by United Airlines. He currently lives in Florida with his wife and two children.

✈️ Captain Craig Stephens

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

Craig has been a member of the ALPA International Jumpseat Committee since June 2009. He currently serves as a subject-matter expert for the ALPA Jumpseat Council. From January 2005 through July 2009, he held the Delta MEC Jumpseat Committee chair position. Over the years he has held various ALPA positions, including second officer and first officer MEC representative, as well as positions on the Hotel Committee and System Board while at Delta Air Lines.

Craig is currently involved in starting up Delta's 717 operations. Previous line positions at Delta include captain on the 727, 737, 757, and 767; first officer on the 727, 737, 757, 767, 777, and MD-11; and 727 flight engineer. To date, he has accumulated approximately 16,000 hours of flight time.

Craig's aviation background begins with obtaining his private pilot's license while in high school, then attending Purdue University, majoring in aviation. This was followed by a varied series of flying positions, including flight instructor, jump pilot, corporate pilot, and FAR 135 charter pilot, prior to being hired by his current employer, Delta Air Lines, in 1990.

He resides in Peachtree City, Ga., with his wife, Carol, their two children, and a Weimaraner.

● The Honorable Robert Sumwalt

*Board Member
 National Transportation Safety Board*

Robert L. Sumwalt was sworn in as the 37th member of the National Transportation Safety Board 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. His term of office as a Board member will run until Dec. 31, 2016.

Prior to coming to the Board, Mr. Sumwalt was manager of Aviation for the SCANA Corporation, a Fortune 500 energy-based company.

Mr. Sumwalt was a pilot for 32 years, including 24 years as an airline pilot with Piedmont Airlines and then US Airways. He logged over 14,000 flight hours and earned type ratings in five aircraft. He worked

on special assignment to the US Airways Flight Safety Department from 1997 to 2004, where he was involved in the development of numerous airline safety programs, and he served on the US Airways Flight Operational Quality Assurance monitoring team.

Mr. Sumwalt served as a member of ALPA's Accident Investigation Board, and he chaired ALPA's Human Factors and Training Group. He was a co-founder of that organization's Critical Incident Response Program, which provides guidance to airline personnel involved in traumatic events such as accidents. From 1991 to 1999, Mr. Sumwalt conducted aviation safety research as a consultant to NASA's aviation safety reporting system, studying various issues including flight crew performance, improving flight crew monitoring skills, and air carrier de-icing and anti-icing problems.

Mr. Sumwalt co-authored a book on aircraft accidents and has written extensively on aviation safety matters, having published over 85 articles and papers in aviation trade publications. Before joining the Board, he was a regular contributor to *Professional Pilot* magazine.

In 2003, Mr. Sumwalt joined the faculty of the University of Southern California's Aviation Safety and Security Program, where he was the primary human factors instructor.

In recognition of his contributions to the aviation industry, Mr. Sumwalt received the Flight Safety Foundation's Laura Taber Barbour Award in 2003 and ALPA's Air Safety Award in 2005. He is a 2009 inductee into the South Carolina Aviation Hall of Fame.

Mr. Sumwalt is a graduate of the University of South Carolina.

- **Mr. Rich Swayze**

Professional Staff Member

Subcommittee on Aviation Operations, Safety, and Security

Committee on Commerce, Science, and Transportation

U.S. Senate

Rich Swayze is currently a professional staff member for the Aviation Operations, Safety, and Security Subcommittee of the U.S. Senate Committee on Commerce, Science, and Transportation. The Aviation Subcommittee has jurisdiction over the Federal Aviation Administration and aviation issues related to the Transportation Security Administration and the National Transportation Safety Board. Before joining the Senate, Mr. Swayze worked for the Government Accountability Office, leading transportation research projects. Mr. Swayze earned a BA in political science from Cortland College, a master's degree in public administration from Binghamton University, and PhD in public administration from the University of Nebraska at Omaha.

- **Mr. Joseph Teixeira**

Vice President for Safety & Technical Training, Air Traffic Organization

Federal Aviation Administration

Joseph Teixeira was named vice president of Safety and Technical Training for the Air Traffic Organization in 2011.

As vice president for Safety and Technical Training, Teixeira is responsible for integrating a safety management system and safety standards into the Air Traffic Organization. He leads organizational efforts to manage risk, assure quality standards, instill an open culture of disclosure, educate employees, and promote continuous improvement. Teixeira also leads the agency's technical training and certification of air traffic controllers and technicians.

As the former executive director for Safety, Teixeira was responsible for the daily monitoring of operational safety performance and the development of safety policy and programs. Teixeira oversaw the development and implementation of voluntary reporting systems and the integration of human factors,

employee safety, fatigue risk, and safety culture. Under his leadership, The ATO now operates the largest aviation voluntary safety reporting program in the world.

Before joining the ATO, Teixeira was the Operations Oversight Division manager in Air Traffic Safety Oversight Service. There, he was responsible for conducting safety audits and assessments to ensure compliance with national air traffic standards. He also served in the FAA's Office of Policy, Planning, and International Aviation as the senior representative in Northern Europe from 1999 to 2004. In that capacity, he was the FAA's official representative to the governments of Iceland, Ireland, the United Kingdom, the Netherlands, Sweden, Norway, Denmark, and Finland.

Prior to his public service, Teixeira worked for a Washington, D.C., law firm providing technical advice to Fortune 500 companies on such issues as mergers, acquisitions, and litigation.

Teixeira holds a bachelor's degree in political science from the University of the State of New York and a master's certificate in aviation management from London City University.

❖ **Mr. Micheal Torphy**

*Supervisory Special Agent, Civil Aviation Security Program
 FBI*

Supervisory Special Agent (SSA) Micheal Torphy is the coordinator of the FBI's Civil Aviation Security Program (CASP), an element of the National Joint Terrorism Task Force. CASP leads the FBI's efforts in civil aviation security by focusing on policy, intelligence, liaison, operational support, and training. CASP is located at the National Counterterrorism Center in Northern Virginia.

SSA Torphy joined the FBI in 2003 and has since served in the New York and Portland field offices as a criminal and counterterrorism investigator. He was also the FBI's airport liaison agent to Portland International Airport from 2009 through 2012, and was promoted to lead CASP in July 2012. Before the FBI, SSA Torphy worked as a systems engineer.

SSA Torphy is a former pilot and maintains a strong interest in aviation.

● **Ms. Barbara Webster**

*Director of Emergency Response
 Spirit Airlines*

Barbara Webster is the director of Emergency Response for Spirit Airlines, and is currently busy training pilots in the enhanced program she brought to Spirit in South Florida from Calgary, Alberta, Canada. She spent nine years with WestJet in Calgary, developing and leading its emergency response and family assistance teams, before joining Spirit in December 2010.

Barbara has responded to a number of aviation incidents and fatal accidents during her career, including assisting with the Afriqiyah Airways Flight 771 accident in Tripoli, Libya; the GCI Communications crash near Anchorage, Ala.; and leading the WestJet Incident Command Team in its response to the fatal hotel explosion at the Grand Riviera Princess in Playa del Carmen in 2010.

She has participated in and evaluated numerous full-scale response drills throughout Canada, the United States, and various other countries, and has been a speaker on the topics of aviation emergency response and family assistance at symposia and conferences throughout the world.

Barbara was the recipient of the "Sharing the Journey Award" from the Family Assistance Foundation in 2009 for excellence in family assistance. She also initiated the phrase, "People over Process" for all of her emergency response training programs—a focus that has been greatly appreciated by the survivors she and her teams have compassionately assisted during medical emergencies, incidents, and fatal accidents.

Barbara has three adult children and currently resides in Fort Lauderdale, Fla., where she pursues her hobbies of travel and photography whenever her schedule permits.

- **Michael G. Whitaker**
Deputy Administrator
Federal Aviation Administration

Michael G. Whitaker is the deputy administrator for the Federal Aviation Administration. United States Department of Transportation Secretary Ray LaHood swore him into office on June 3, 2013.

Whitaker is responsible for helping to ensure the safe and efficient operations of the largest aerospace system in the world. This includes over 45,000 daily operations as well as enforcing safety standards for all equipment and aerospace professionals within the aviation industry. Whitaker also serves as the chief NextGen officer and is responsible for the development and implementation of the FAA's Next Generation Air Transportation System. NextGen is an air traffic control modernization program that is shifting from ground-based radar to state-of-the-art satellite technology.

Whitaker is a seasoned aviation executive with extensive business, regulatory, legal, and international experience. He is well-versed in general and commercial aviation and has led collaborative efforts and joint ventures to promote aviation safety, enhanced performance and profitability, fostered alliances, and improved corporate governance. In addition, Whitaker has vast finance and marketing experience which includes tracking key performance metrics and achieving identified goals and objectives.

Before joining the FAA, Whitaker most recently served as a board member and Business Development consultant for InterGlobe Enterprises from 2011 to 2012. Prior to this, he was a group chief executive officer within InterGlobe Enterprises from 2009 to 2011. From 1994 to 2009, Whitaker served at United Airlines, most recently as senior vice president for Alliances, International, and Regulatory Affairs. Prior to that, he served at Trans World Airlines from 1991 to 1994, most recently as assistant general counsel for Regulatory and International Affairs.

Mr. Whitaker received a BA from the University of Louisville and a JD from the Georgetown University Law Center.

- ❖ **Mr. David C. Wiegand**
Special Agent
Federal Bureau of Investigation

Special Agent (SA) David Wiegand is currently assigned to the FBI's Washington Field Office and serves as the airport liaison agent at Ronald Reagan Washington National Airport (DCA).

SA Wiegand has 34 years of experience in the aviation industry. He has an ATP rating with over 10,000 hours of flight time—2,000 of those hours in turbojet aircraft. SA Wiegand possesses three aircraft type ratings and has flown all over the world in support of the FBI's counterterrorism mission.

SA Wiegand entered on duty with the FBI and began new agent training in September 1987. Less than three months after graduation, Dave was designated a bureau pilot-in-command. Over the last 21 years Dave has served in the Buffalo, Newark, New York, and Washington, D.C., field divisions. He also served five years as a pilot-in-command with the FBI's Critical Incident Response Group. As the sole representative of the FBI at DCA, SA Wiegand oversees the administration of all FBI investigative programs.

SA Wiegand received his bachelor of science degree in aeronautics from Florida Institute of Technology.

- **James H. Williams**

*Manager, Unmanned Aircraft Systems Integration Office
 Aviation Safety Organization
 Federal Aviation Administration*

Jim Williams is the manager of the newly established FAA Unmanned Aircraft Systems (UAS) Integration Office. UAS is often described as the most disruptive technology in aviation since the invention of the jet engine. The UAS Integration Office has the extraordinary challenge of accomplishing the safe, efficient, and timely integration of UAS into the National Airspace System (NAS) while balancing the political pressure and economic needs of the nation.

Before taking the helm of the UAS Integration Office in March 2012, Jim was the director of Engineering Services in the FAA NextGen Organization for six years, where he led the coordination and integration of all systems-engineering work needed to move the NAS toward NextGen. This work gave him a deep understanding of how FAA research progresses into a mature concept and eventually into the many technologies that become operational in the NAS. His office also led the development of the NAS Enterprise Architecture and NAS-level Requirements. Together these engendered a great appreciation for the interrelationships of the many systems that will be touched by the UAS integration effort.

During his long career with the FAA, Jim has led the organization tasked with life-cycle management of all FAA communications systems; led the implementation of the Safety Management System in the Technical Operations Service Unit; worked with the FAA Command Center to transition personnel into the Air Traffic Organization; led the team that developed, procured, and installed all air/ground communications services for the FAA; and led the team that designed, procured, and fielded the FAA's prototype Air/Ground Data Link Communications System.

Prior to 1998, Jim held various FAA positions related to the regulation and certification of avionics systems. During this time, he led the offices responsible for writing standards for all avionics installed in U.S. civil aircraft and the certification standards and guidance for all navigation systems used on U.S. civil aircraft.

Before coming to FAA headquarters in Washington, D.C., Jim worked in the Atlanta Aircraft Certification Office as a systems engineer, where his responsibilities focused on approving the avionics installed in the Gulfstream G-IV airplane. He also worked on revisions to the RTCA standards for the development of computer software used in avionics.

Prior to joining the FAA, Jim was a flight test engineer and a production liaison engineer for the Lockheed Georgia Company's C-5, C-141, and C-130 programs. He also worked for the National Aeronautics and Space Administration (NASA) on the U.S. Space Shuttle Program.

A native of Tennessee, Jim is a graduate of The Georgia Institute of Technology with a bachelor's degree in aerospace engineering. He currently lives in Reston, Va., with his wife, son, mother-in-law, and two standard poodles. He enjoys umpiring Little League baseball.