

**SEVENTH TRIENNIAL INTERNATIONAL AIRCRAFT FIRE AND
CABIN SAFETY RESEARCH CONFERENCE**

OPENING DAY

Draft Agenda

1:30 PM

Welcome and Introduction - Conference Logistics

Richard Hill
William J. Hughes FAA Technical Center, Fire Safety Branch
United States

Keynote Address

Michael G. Whitaker
Deputy Administrator
Federal Aviation Administration (FAA)
United States

Fire and Cabin Safety Concerns:

The Investigator's Perspective

Honorable Mark R. Rosekind, PhD
Board Member
National Transportation Safety Board (NTSB)
United States

The Regulator's Perspective

Jonathan Tan
Senior Certification Manager
Civil Aviation Authority of Singapore (CAAS)
Singapore

The Airline Perspective

Martin Eran-Tasker, CEng
Technical Director
Association of Asia Pacific Airlines (AAPA)
Malaysia

The Pilot's Perspective

Captain H.G. "Boomer" Bombardi
Air Line Pilots Association, International (ALPA)
United States

The Flight Attendant Perspective

Chris Witkowski
Association of Flight Attendants-CWA
United States

The Manufacturer's Perspective

Captain Terry L. McVenes, Director
Boeing
System Safety and Regulatory Affairs

Trends in Airplane Safety

Ray Cherry
R.G.W. Cherry and Associates Limited
United Kingdom

SCROLL DOWN FOR PRESENTER BIOS

**SEVENTH TRIENNIAL INTERNATIONAL AIRCRAFT FIRE AND
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OPENING DAY SPEAKER'S BIOS

Michael G. Whitaker

Deputy Administrator, United States 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 FAA's Next Generation Air Transportation System (NextGen). 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 B.A. from the University of Louisville and a J.D. from the Georgetown University Law Center.

HONORABLE MARK R. ROSEKIND, PHD



On June 30, 2010, Mark R. Rosekind, Ph.D. took the oath of office as the 40th Member of the National Transportation Safety Board (NTSB). He was nominated by President Obama and confirmed by the United States Senate for a term that expires December 31, 2014.

Member Rosekind has served as the Board Member on-scene for five major transportation accidents, including the 2011 Reno National Championship Air Races crash. He has also participated in NTSB public hearings and forums on issues such as substance-impaired driving, general aviation safety, distracted driving, and international safety investigations. He advances the agency's advocacy goals on substance-impaired driving and fire safety.

As one of the world's foremost human fatigue experts, Member Rosekind has led the field with innovative research and the implementation of programs in diverse settings, including all modes of transportation. He has published more than 150 scientific, technical, and industry papers and has given hundreds of presentations to operational, general, and scientific audiences. His achievements have been acknowledged through numerous honors and awards, including NASA's Exceptional Service Medal; the Mark O. Hatfield Award for Public Policy from the American Academy of Sleep Medicine; six other NASA Group/Team Awards; two Flight Safety Foundation honors, the Presidential Citation for Outstanding Safety Leadership and the Business Aviation Meritorious Award; and Fellow of the World Economic Forum in Davos, Switzerland.

Before his appointment to the Board, Dr. Rosekind founded Alertness Solutions (AS), a pioneering scientific consulting firm that specializes in fatigue management and served the company as its first President and Chief Scientist. Prior to AS, he directed the Fatigue Countermeasures Program at the NASA Ames Research Center and was Chief of the Aviation Operations Branch in the Flight Management and Human Factors Division. He launched his professional career as the Director of the Center for Human Sleep Research at Stanford University's Sleep Disorders and Research Center.

He earned his A. B. with Honors at Stanford University, his M.S., M.Phil., and Ph.D. at Yale University, and completed a postdoctoral fellowship at the Brown University Medical School.

Member Rosekind is married and has two children.

JONATHAN TAN

Jonathan Tan is a Senior Certification Manager with the Civil Aviation of Authority of Singapore (CAAS). Jonathan looks after the certification of cabin interior and structure modification for aircraft ranging from general aviation to transport category aircraft. As a cabin interior specialist, Jonathan is also responsible for the certification of the first flammability test facility in Singapore. Besides certification activities, Jonathan conducts safety oversight over a number of CAAS Design and Production Organisations. Jonathan holds a degree in Mechanical and Production Engineering from Nanyang Technological University. Prior to joining CAAS, Jonathan was an engineer providing technical services support to the Republic of Singapore Air Force.

MARTIN ERAN-TASKER



Martin Eran-Tasker is the Technical Director at the Association Asia Pacific Airlines. Based on more than thirty years of aviation experience, he leads and develops policy on key technical and operational industry issues in the areas of safety, security, environment and operations. He works closely with governmental and regulatory agencies urging for harmonization of requirements, consideration of cost benefit analysis, and ensures that an Asia Pacific perspective is considered within key regulatory and industry discussions.

CAPTAIN H. G. “BOOMER” BOMBARDI

Captain Bombardi first became involved with the issue of Smoke/Fire/Fumes (SFF) in aircraft while flying the C-141 aircraft for the U.S. Air Force in 1984. After the loss of a C-141 crew due to smoke in the cockpit, Captain Bombardi became instrumental in rewriting C-141 SFF procedures. He also actively participated in the flight testing of the new procedures, at one point filling the entire C-141 cockpit with smoke in order to validate them. The Air Force eventually revised the SFF procedures for all of their aircraft. For his efforts, in 1986 he was awarded the Air Force Association Citation of Honor.

After leaving the Air Force in 1987, Captain Bombardi was hired by Delta Air Lines as a second officer on the B-727. His Air Force experience with SFF was quickly put to the test—while on takeoff roll, the cabin began to rapidly fill with smoke. The crew followed the SFF procedures, but the condition only became worse. Second Officer Bombardi reverted back to his Air Force experience to clear the cabin of smoke. Subsequently, he became involved in rewriting the SFF procedures for Delta’s B-727 aircraft, and eventually, for the entire Delta fleet. For his work, Captain Bombardi was awarded the Delta Air Lines Master Executive Council’s Annual Leather Helmet Flying Award.

Several years later, while flying a B-767 for Delta Air Lines, a circuit breaker shorted causing smoke in the cockpit. An emergency was declared, followed by an uneventful landing. However, Captain Bombardi noted several discrepancies with the SFF checklists that the crew used during the event—this led to his involvement with the ALPA Air Safety Committee’s In-Flight Fire Project.

In 2004, Captain Bombardi was appointed Project Team Leader for the ALPA In-Flight Fire Project. In this capacity, Captain Bombardi is responsible for developing ALPA policy related to mitigating SFF events and the corresponding flight crew and aircraft requirements needed to ensure safety of flight. In 2005 Captain Bombardi was instrumental in the IATA/Flight Safety Foundation industry committee tasked with addressing global changes in the SFF checklists. He presented the results of the committee’s work to industry at the 2005 International Aviation Safety Symposium in Moscow.

Captain Bombardi has flown the C-141, T-39, B-727, L-1011, B-737 and B-757/767 airplanes, accumulating over 20,000 hours of flight time. He is currently flying the B-757/767 for Delta Air Lines and is based in Atlanta, Georgia, where he is also an Aviation Safety Action Program (ASAP) Event Review Committee (ERC) member.



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TERRY McVENES

Director - System Safety and Regulatory Affairs
Boeing Commercial Airplanes

Terry McVenes is the Director of System Safety and Regulatory Affairs for Commercial Airplanes. He was appointed to that position in November 2009. He is responsible for the execution of the Commercial Airplanes safety, regulatory and rulemaking initiatives throughout the world. McVenes also leads Commercial Airplanes' relationships with the U.S. Federal Aviation Administration Flight Standards Service organization, pilot associations and other industry groups.

McVenes joined The Boeing Company in November 2008 as a senior manager of Aviation System Safety after a 30 year career as an airline pilot. Prior to joining Boeing, he served as the Executive Air Safety Chairman for the Air Line Pilots Association, International (ALPA), representing ALPA pilots in airline safety and engineering matters arising within the industry.

McVenes has served as the industry co-chairman for a number of FAA Aviation Rulemaking Committees. He was a member of an industry working group that consisted of airline management personnel, FAA, employee associations and manufacturers that developed the Aviation Safety Information Analysis and Sharing (ASIAS) procedures and operations plan. Most recently, McVenes served as the industry co-chairman of the FAA Airworthiness Directive Implementation Aviation Rulemaking Committee.

McVenes has testified before Congressional committees of both the U.S. Senate and U.S. House of Representatives and has spoken at many international forums on a wide variety of aviation safety topics. He has also authored numerous articles on aviation safety, which have appeared in national and international publications.

In August 2008, McVenes was the recipient of the 2007 ALPA Annual Air Safety Award, ALPA's highest award for aviation safety work by a line pilot.

He began his airline career in 1978 with Rocky Mountain Airways in Denver, Colo., flying the DHC-6 (Twin Otter) and DHC-7 (Dash 7) aircraft. In March 1985, he was hired by Pacific Southwest Airlines (PSA), which later merged into US Airways. He is rated on the DHC-7, BAe-146, FK-28, DC-9, MD-80, A-320, and B-737, and has more than 17,000 hours of flight time.

Prior to starting his airline career, McVenes was employed as an engineer for the Boeing Company in Seattle, Wash. He holds a Bachelor of Science degree in aerospace engineering from the University of Colorado and the Certificate of Aviation Safety Management from the University of Southern California.

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RAY CHERRY

SPECIALIST AREAS:

- Fire and Cabin Safety Research
- Mathematical Modelling
- Aircraft Systems Safety Analysis
- Lecturing on System Safety Assessment and Reliability Techniques
- Aircraft Regulation
- Independent Safety Auditing

Ray is a Chartered Engineer, a Fellow of the Royal Aeronautical Society and a Member of the Institution of Mechanical Engineers. Ray has lectured on the Cranfield University five-day Safety Assessment of Aircraft Systems Course since its inception in the 1970's. He continues to lecture on this course covering a variety of modules and is responsible for tutoring on the Course Exercise. He is one of the lecturers that is responsible for the course content and is also one of the Course Administrators. Ray is the co-presenter of the Applied Safety Assessment course also presented at Cranfield. Ray is responsible for the System Safety Assessment Module and conducts all of the lectures and tutorials for Cranfield University's MSc Course in Human Factors and System Safety Assessment. In addition, as Director of R.G.W. Cherry & Associates Limited, he regularly runs system safety training courses worldwide on aircraft reliability and safety assessment techniques to airworthiness authorities, manufacturers and airlines and is recognised worldwide as an expert in this field.

Ray is regularly invited to present at international safety conferences and is an attendee at the International Aircraft Materials Fire Test Working Group and the International Aircraft Systems Fire Suppression Working Group meetings. He has previously served on the JAA Regulation Advisory Panel (formerly known as the Regulation Committee) and the JAR 25 D & F Study Group (formulating the requirements for aeroplane equipment and systems).

Ray also has much experience in the formation and application of certification requirements having had responsibility for the certification of large transport aircraft with most of the world's leading airworthiness authorities. In particular, he is expert on the requirements of 25.1309 and its advisory material.

Ray, working for R.G.W. Cherry & Associates Limited, has produced many aircraft safety research studies and benefit analyses published by airworthiness authorities worldwide. The airworthiness authorities, as part of their rulemaking activities, have commissioned these aircraft safety studies in order to provide guidance on the likely improvements to aircraft safety through regulatory change.
