



## BASS 2021 Speaker biographies (in conference speaking order)

### June 1, 2021

#### Mr. Bruce Landsberg, Vice Chair, National Transportation Safety Board (NTSB)

Bruce Landsberg was sworn in as Vice Chairman of the National Transportation Safety Board on August 7, 2018, to become its 43rd Member.

Before coming to the NTSB, Vice Chairman Landsberg was with the Aircraft Owners and Pilots Association from 1992 to 2014 where he served as executive director of the Air Safety Foundation until 2010, and then as president of the AOPA Foundation and Air Safety Institute until he retired in 2014. Under his leadership the organization received international recognition and numerous awards for promoting light aircraft safety. During his AOPA tenure he conducted countless safety seminars and wrote a monthly column on aviation safety for its magazine, *AOPA Pilot*.

Early in his aviation career, Vice Chairman Landsberg worked for Cessna Aircraft Company in Wichita, Kansas, where he promoted general aviation through the management of their Air Age Education Department. He also worked as an associate editor for *Flying* magazine before moving to FlightSafety International as their first product marketing manager. In addition to promoting the benefits of simulator training there, he developed an airline pilot transition program for first officer candidates through close collaboration with numerous regional airlines.

After graduating from college, Vice Chairman Landsberg was commissioned in the U.S. Air Force and served as a missile launch officer for the Minuteman III ICBM in North Dakota where his training in nuclear weapons provided a strong grounding in safety principles and procedures. After leaving the military, he became an active flight instructor and taught for three years while putting himself through graduate school, earning a master's degree in industrial technology from the University of Maryland.

He has served on many government committees promoting aviation safety, including assignments as industry co-chair for runway safety, the General Aviation Joint Steering Committee and NASA's Aviation Safety Reporting System. He has also served on college advisory boards and was a long-time judge for the National Air Traffic Controllers Association's Archie League Award, which recognizes ATC controllers' lifesaving efforts to pilots in distress.

Vice Chairman Landsberg owns a Beechcraft Bonanza that he flies for business and pleasure. He has more than 7,000 hours of flight experience and holds an Air Transport Pilot certificate with instructor ratings for airplane single and multi-engine land, instruments, and advanced/ instrument ground instructor certificates. He also sailed a variety of boats for more than three decades.

Vice Chairman Landsberg and his wife, Jan, make their home in Mount Pleasant, South Carolina, and keep an apartment in the Washington, D.C.



**Mr. Andy Nureddin, Vice President, Customer Support, Bombardier**

Andy grew up around airplanes, soloing at age 16 and building his first homebuilt aircraft, a Bensen gyrocopter, at age 19. He earned a Bachelor of Science in Aeronautical Studies in 1985 and then received a Master's degree in Aeronautical Science in 1993, both from Embry-Riddle Aeronautical University. He also holds a multi-engine commercial pilot rating and is an FAA-licensed Airframe and Powerplant Mechanic.

Prior to joining Bombardier, Andy spent 12 years in the airline industry working as a licensed maintenance engineer and touring the world as part of an Aerobatic display team. He was later a flight instructor and chief technical instructor on several aircraft types manufactured by Airbus, Boeing and Lockheed.

In 1998, Andy joined Bombardier as Manager of Technical Publications for regional aircraft and was later appointed Director of Customer Training. In 2008, he was appointed Vice President, Customer Services & Support with overall responsibility for supporting Learjet, Challenger and Global aircraft operators worldwide. In his current role, Andy is responsible for all aspects of customer satisfaction post-delivery, including Pilot and Maintenance Training, Technical Services, Field Support, Warranty, Fleet Reliability and Publications. He also leads the Bombardier team of customer liaison pilots who support entry-into-service of newly delivered aircraft as well as Bombardier's Flight Demonstration unit, which has earned IS-BAO Stage 3. He is very familiar with all areas of this operation – from scheduling and dispatching a fleet of three to five aircraft, managing 15-20 pilots and four maintenance technicians to overseeing safety programs and the increasing usage of sustainable aviation fuel for demo and ferry flights.

Moreover, Andy is responsible for one of the top safety seminars in civil aviation – the award-winning Safety Standdown, marking its 25th anniversary in November 2021. Officially recognized by the Federal Aviation Administration and the National Transportation Safety Board, more than 10,000 pilots, technicians and flight directors have attended Safety Standdown to date.

Andy is based at Bombardier headquarters in Montréal, Canada and enjoys weekends flying his Beechcraft Sierra and vintage 1941 Piper Cub.

**Mr. John D. Witzig, Vice President of Corporate Aviation, Pfizer Inc.**

and ground vehicles. Witzig is a member of Pfizer's Human Resources Leadership Team and Senior Leadership Council. He also is a member of the Aviation Director's Roundtable.

Prior to joining Pfizer, Witzig was the senior vice president of operations for CitationAir, Cessna's fractional aircraft business, where he held roles of increasing responsibility, beginning as an aircraft captain in 2001. Previous roles ranged from being a line pilot for an overnight freight company, to chief pilot of a business aviation flight department. Witzig is an airline transport pilot with more than 7,000 hours of flight time and several type ratings.





Witzig holds a bachelor's degree in aeronautical science from Embry-Riddle Aeronautical University. He and his wife Dena have two college-age children.

## June 2, 2021

### **Capt. David Lawrence, National Resource Specialist (Air Carrier Operations), Senior Aviation Accident Investigator, National Transportation Safety Board**

Captain Lawrence is a National Resource Specialist (Air Carrier Operations) and Senior Aviation Accident Investigator and has been with NTSB's Operational Factors Division since 2009. He has served as a group chairman and investigator-in-charge, and has worked on numerous domestic and international investigations including: American 331 B737 in Kingston, Jamaica; Air India Express 821 B737 in Mangalore, India; Ethiopian Air 409 B737 in Beirut, Lebanon; UPS 6 B747 in Dubai, UAE; Omega Air B707 in Pt. Mugu NAS, CA; Dana Air MD83 in Lagos, Nigeria; FreshAir Convair 580 in San Juan, Puerto Rico; Asiana 991 B747 off Jeju Island, Korea; National Airlines B747 in Bagram, Afghanistan; UPS 1354 A300 in Birmingham, AL; USAirways 1702 A320 in Philadelphia, PA; the Scaled Composites SpaceShipTwo accident in Mojave, CA; Delta 1086 MD88 in LGA, the Lockhart, Texas balloon accident, the Liberty Helicopters/NYONair aerial photography accident in New York City, and the Atlas Air B767 in Trinity Bay, Texas. He has over 40 years of experience in the aviation industry, and is a retired airline pilot having served as a Captain, Instructor Pilot, Simulator Instructor, Check Airman, Basic and Advanced Check Airman Instructor, AQP and LOFT development, and member of the Accident Investigation Team. He has over 25 years accident investigation and safety pilot experience with the airlines, established and trained the accident investigation team at a major airline, teaches accident investigation at the NTSB Academy in Ashburn, VA, provides case study presentations to airlines and industry groups, and was the recipient of the NTSB 2013 Distinguished Investigative Service Award. Captain Lawrence graduated from the University of Texas and holds an Airline Transport Pilot license with type ratings on the Airbus 320, Boeing 737, Embraer 190, Embraer 170, Embraer 120, Fokker 28, and Canadair 65 with over 16,000 flight hours in worldwide operations. He is also a certified flight instructor with instrument and multi-engine ratings.

### **Mr. Tom Huff, Aviation Safety Officer, Gulfstream Aerospace, and FSF Business Advisory Committee Chair**

Tom Huff was named Aviation Safety Officer in 2012, reporting directly to the Gulfstream president as an independent safety advocate. He oversees safety programs and effectiveness for product life cycle, including laboratory testing as well as development, production and in-service flight operations. Moreover, he champions a corporate culture that embraces safety and quality as foundational values.

Huff retired from the U.S. Navy after 28 years, with significant operational, test and acquisition experience. He led an FA-18 squadron as well as the U.S. Naval Test Pilot School. His last assignment was Wing Commander for Navy and Marine Corps test programs at Patuxent River, Maryland.

Huff holds a bachelor's degree in engineering from the U.S. Naval Academy, a master's degree in aviation systems from the University of Tennessee and a master's in foreign affairs and strategic studies from the U.S. Naval War College. He is





an Associate Fellow in the Society of Experimental Test Pilots (SETP), the Chairman of the Flight Test Safety Committee and past Vice Chairman of the NBAA Safety Committee. He is the current Chair of the Flight Safety Foundation's Business Advisory Committee.

**Capt. James Albright, Founder, Code 7700**

James Albright is an average pilot with average stick and rudder skills but has an above average desire to learn and instruct. He spent twenty years in the United States Air Force as an aircraft commander, instructor pilot, evaluator pilot, and squadron commander. After retiring as a lieutenant colonel, he went on to fly for several private and commercial operators as an international captain, check airman, and chief pilot. His logbook includes the T-37B, T-38A, KC-135A, Boeing 707, Boeing 747, Challenger 604, and the Gulfstream III, IV, V, and 450. He is currently the chief pilot for a Gulfstream operator based in Massachusetts. His website, [www.code7700.com](http://www.code7700.com) attracts three million hits each month and well over a thousand viewers each day. His articles have appeared in several magazines, most notably Business & Commercial Aviation. He speaks on a broad range of aviation safety topics and his venues have included the Air Charter Safety Foundation, the Bombardier Safety Stand Down, and several airport and aircraft users group. While he claims to be devoid of ego, that can hardly be true of someone willing to write a five volume set of flight lessons based on his own experiences.

**Capt. John Cox, President and CEO, Safety Operating Systems, and FSF Business Advisory Committee Member**

Captain John Cox is the President and Chief Executive Officer, of Safety Operating Systems LLC. He provides IOSA preparation, crisis management plans, media contacts and interviews, legal expert research and testimony, accident or incident investigation, and technical support to business/corporate flight operators and manufacturers.

Before founding Safety Operating Systems LLC, Captain Cox acted as Executive Air Safety Chairman for the Air Line Pilots Association International for 3 years. As the top safety official for ALPA - the largest non-governmental air safety organization in the world - John oversaw six hundred air safety representatives and was the main point of contact between the ALPA safety structure, government, industry, and media on aviation safety matters. Captain Cox also served as Executive Air Safety Vice-Chairman, Central Air Safety Chairman, Central Air Safety Vice-Chairman, Regional Air Safety Chairman, Local Air Safety Committee Chairman, and a member of the Local Air Safety Committee for ALPA of U.S. Airways and Piedmont Airlines; a career beginning in August of 1986.

Captain Cox was instrumental in the US Air 427 crash investigation, working as a NTSB Systems Group Member. He was an NTSB Air Traffic Control Group Member for the US Air 1016 accident investigation, and acted as an NTSB Systems and Structures Group Member for the US Air 1493 accident tasked with documenting the precise accident sequence leading to vital mapping of the accident overall. For both the US Air 405 and US Air 5050 accidents Captain Cox acted as an NTSB Power plant Group Member.



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Between 1999 and 2004 John piloted the Airbus' A321, A320, and A319 - aircraft touted as being among the most advanced technologically in the world. Between 1986 and 1999 he flew the Boeing 737-200, 300, and 400 between North America, Caribbean, Bermuda, and Mexico. Mr. Cox acted as a test pilot and first officer between 1981 and 1983. He started his career as a pilot for Beechcraft King Air in 1973. Captain Cox has recorded roughly 14,000 hours of total flight time. Captain Cox received his Masters in Business Administration in Aviation Management in July 2010 from Daniel Webster College. He received the Aviation Safety Certificate from USC Aviation Safety & Security Program in 1996. Captain Cox received a postgraduate degree in Aviation Safety Command from the Naval Postgraduate School in Monterey, California in 1998. He is a Fellow of the Royal Aeronautical Society and a Liveryman in the Guild of Air Pilots and Air Navigators. Captain John Cox was certified as a Master Air Pilot by the Guild of Air Pilots and Air Navigators in October, 2004, and received the Sir James Martin Award May, 2010. He is published in the Royal Aeronautical Society Specialist Document, his most recent article entitled "Aeroplane Upset Recovery Training, History, Core Concepts & Mitigation."

He has been published extensively in the Airwaves, authors the "Ask the Captain" column for USA Today. He serves as the Aviation Analyst for NBC News and provides expertise to numerous other media outlets. He also frequently appears as an expert on the television programs Air Disasters and Why Planes Crash.

### **Capt. Gerald Downs, Pilot, Air Trek Inc.**

Jerry started flying at 18 years old. He instructed his way through college at a military Aero club in Colorado Springs while towing gliders and giving introductory flights in gliders. Out of college he flew air mail/air freight five nights a week to Chicago O'Hare or Midway in a Beech 18 with a single pilot/auto pilot authorization. After he met the Lady that would become his wife, he needed a "real" job and became a Stock Broker and Certified Financial planner for a National Brokerage Firm. Moving to Florida in 1979 he was still a Broker but flew "mosquito control" for his County at night. First in a Beech 18 and later in a Beech Queenaire for 19 years totaling about 60 hours a year between 2:00 and 7:00 in the morning at 200 ft. Over the years he was able to obtain an ATP in multi-engine, commercial in single engine land and sea, helicopter, glider, gyroplane and instrument helicopter as well as all seven instructor ratings. Along the way he and his wife have owned 14 airplanes including two twin Comanches, two Aerostars and an MU-2 Solitaire. They currently own a Beech Baron and a Super Ximango motor glider that has flown from Florida to California and back. Along the way he has had seven engine failures (none by fault) with the last two being on the Citation II where he deadsticked into Savana, Ga. His life has been exciting and he still gets a thrill every time he takes off.

### **Capt. Tammie Jo Shults, Pilot and Author**

Captain Shults is a former Southwest Airlines pilot and the captain of the crippled Southwest 1380 flight, which made an emergency landing in Philadelphia after an unexpected engine failure and rapid depressurization. This year, 2020, marked the end of Captain Shults' incredible journey with Southwest Airlines. She took her final commercial flight in September of 2020, a moment she regards, "was bittersweet." Captain Shults became an aircraft carrier qualified naval



aviator and earned her wings at Naval Air Station Beeville, Texas. She then served as a flight instructor in the T-2 Buckeye before going on to fly as an electronic aggressor pilot in the A-7 Corsair and then the F/A-18 Hornet. She was one of the first females qualified to fly the Hornet. Captain Shults also holds a split degree in PreMed and Agribusiness from MidAmerica Nazarene.

Although her chapter as a commercial pilot came to a close in August of 2020, Captain Shults continues to fly privately, serve as volunteer pilot, and has assumed the role, alongside her husband, Dean, as board members of the nonprofit organizations, Angel Flight, South Central and the Pearl Harbor Aviation Museum in Honolulu, Hawaii. Tammie Jo also serves on the Naval Aviation Museum Foundation Board and the Women in Aviation Advisory Board to the FAA.

### **June 3, 2021**

#### **Dr. Quay Snyder, M.D., MSPH, President and CEO, Aviation Medicine Advisory Service (AMAS), and FSF Business Advisory Committee Member**

A founding partner of AMAS, Dr. Snyder is well known and respected throughout the aviation and Aeromedical community. He is the current Aeromedical Advisor to the Air Line Pilot's Association, International and has been working as a strong advocate for civilian pilots and controllers since leaving the active military in 1994.

A Distinguished Graduate of the United States Air Force Academy and Duke University School of Medicine, he is board certified in Aerospace Medicine, Family Practice, Occupational Medicine as well as Addiction Medicine. Dr. Snyder received his Master's of Science in Public Health from the University of Colorado Health Sciences Center. Prior to joining AMAS, he served 25 years in the US Air Force, Air National Guard and USAF Reserve as a flight surgeon and soaring instructor pilot, retiring in 2002.

Additionally, Dr. Snyder is a rated commercial pilot, aircraft owner, FAA certified flight instructor since 1975 and Designated Pilot Examiner. He has over 2800 flying hours in 48 types of aircraft and has been a Master CFI since 2003.

#### **Dr. Susan E. Northrup, M.D., MPH, Federal Air Surgeon, Office of Aerospace Medicine, Federal Aviation Administration**

Dr. Susan E. Northrup is the Federal Air Surgeon for the U.S. Federal Aviation Administration. In this capacity, she leads the Office of Aerospace Medicine in Washington, D.C. She leads strategic management of the FAA's aviation medical programs, which oversee all pilots. Together with the Deputy Federal Air Surgeon, she shares responsibility for the direction and management of all FAA medical programs.

This includes the development and establishment of airman medical certification, the air traffic control specialist medical qualification policy, the application of that policy in medical decision making, the medical appeals process, and the oversight of aviation industry drug and alcohol testing programs. Dr. Northrup oversees the FAA's aeromedical



education programs, the planning and conduct of aerospace medical and human factors research, and the investigation of aircraft accident medical factors.

A private pilot, Dr. Northrup is a retired U.S. Air Force colonel. She is board certified in aerospace medicine and in occupational medicine. She is an acknowledged expert in aviation. She has authored several scientific papers on accident investigation, the use of sleep aids by pilots, cabin air quality, and bioterrorism. While serving in the Air Force, she was the U.S. Head of Delegation to NATO's aeromedical working group.

Dr. Northrup is a senior FAA aviation medical examiner. In 1985, Dr. Northrup earned a Bachelor of Arts in Chemistry with Honors in Liberal Arts from The Ohio State University. She earned a medical degree, also from Ohio State, in 1989. She was awarded a Master's degree in Public Health from the University of Texas in 1994.

Dr. Northrup is a past President of the American Society of Aerospace Medicine Specialists and the Civil Aviation Medical Association. She also was vice-president for the Aerospace Medicine Association. Dr. Northrup spent nine years (2007-2016) as a trustee for the American Board of Preventive Medicine. She is on the adjunct faculty for the USAF School of Aerospace Medicine and is a Fellow of the Aerospace Medicine Association.

**Mr. D. Richard Meikle, EVP Safety and Regulatory Compliance, FlightSafety International**

Richard joined FlightSafety International as Executive Vice President, Safety after 25 years at NetJets Aviation. He and the safety team achieved Active Conformance status in the FAA Safety Management System program for the air carrier and repair station and established five FAA approved Aviation Safety Action Programs. Richard managed the Aviation Emergency Response Plan execution, program content, drills, planning and execution, and implemented Fatigue Risk Management and Flight Operations Quality Assurance programs.

Richard flew in corporate, regional airline and fractional aircraft ownership operations and is type rated in a wide variety of business and commercial aircraft. He holds an Airline Transport Pilot license in the United States, and an Australian Commercial Pilot Certificate with instrument and multi-engine instructor ratings. Richard earned a Master of Science degree from Embry Riddle University with a minor in safety program management.

**Ms. Tiffany LaTour, Assistant Manager, SMS Program Office, Federal Aviation Administration**

Tiffany LaTour resides in Phoenix Arizona and has lived in Europe and around the United States. She acquired over 36 years of experience in program management and operational development experience during her travels. Tiffany joined the aviation safety professional community in 2004 with America West. During her tenure, America West merged with US Airways and American Airlines, creating opportunities to observe effective and ineffective Safety Management System processes. Leading the Inflight Training Department through multiple mergers developed an innovative safety mindset, driving Tiffany's approach to complicated safety situations. Tiffany joined the FAA in 2014 as an Aviation Safety Inspector assigned to the United Airlines Certificate Management Office. Excelling in conducting surveillance Tiffany was



invited to be an Inspector Instructor and by 2017 Tiffany was accepted in the Flight Standards Leadership Development Program in 2018. Today Tiffany is the Assistant Manager of the SMS Program Office, leading a team of 16 Aviation Safety Inspectors in supporting 14 CFR part 5 and the FAA SMS Voluntary Program. Sharing her knowledge through speaking engagements has been part of Tiffany's life in multiple industries.

**Thomas A. Rau, Assistant Manager, SMS Program Office, Federal Aviation Administration**

Thomas Rau joined the FAA as an Inspector in June of 2001 with military aviation and extensive air carrier operations experience. He served in the U.S. Army as a Radar Air Traffic Controller and held various supervisory and management positions with Wings West Airlines, Express One Airlines, and Legend Airlines in the DFW area. While in the FAA, Inspector Rau served on a number of certificates in the DFW area including, AALA CMO, SWA CMO, and Envoy CMO (formerly American Eagle Airlines). He quickly established himself as a National SME for Dispatch/Operational Control, International Fuel requirements (B343) and ETOPS. As Frontline Manager (FLM) at Envoy CMO he was instrumental in overseeing the carrier SMS acceptance process and then became the driving force behind harmonizing Compliance Program with Envoy's Safety Assurance (SA) processes, as well as helping to establish the carrier's Alternate Means of Compliance (AMOC) with the VDRP program.

**Mr. Fred Calvert, Director of Safety Assurance and Air Safety Investigator, Executive Jet Management, and FSF Business Advisory Committee Member**

Fred has worked in the 91, 135 and 121 aviation industry for over 30 years in maintenance, ground/station operations and safety. He has been with EJM for 21 years and started the EJM Safety Department 12 years ago. Fred holds an Airframe & Powerplant Certificate / IA and has been a private pilot for over 40 years. He currently is the Director of Safety Assurance and an Air Safety Investigator at EJM.

**Mr. Chad Brewer, Operational Safety Analyst, Federal Aviation Administration**

Chad Brewer is an Operational Safety Analyst within the Office of Accident Investigation and Prevention (AVP) at the Federal Aviation Administration (FAA) located in Washington, D.C. He works closely with government and industry stakeholders supporting the Commercial Aviation Safety Team (CAST) and General Aviation (GA) Joint Steering Committee.

He is actively involved in the Aviation Safety Information Analysis and Sharing (ASIAS) initiative and serves as the government tri-chair for the GA Issue Analysis Team within ASIAS.

Prior to joining AVP, Mr. Brewer led the Runway Excursion Program for the FAA's Runway Safety Group. In addition, he helped develop the analytical efforts of one of the largest voluntary safety reporting programs in the world – the Air Traffic Safety Action Program.





Mr. Brewer graduated cum laude from Embry-Riddle Aeronautical University with a Bachelor of Science in Aeronautical Science and a Minor in Air Traffic Management. He holds a commercial pilot certificate with multi-engine and instrument ratings.

**Mr. Steve Bruneau, VP Aviation Services, Polaris Aero**

Steve Bruneau is the Vice President of Aviation Services at Polaris Aero responsible for expanding the company's suite of safety management solutions. Prior to joining Polaris, he spent five years as the Chief Operating Officer of Pulsar Informatics delivering Fatigue Risk Management Systems to Aviation organizations of all FAR types, including their maintenance and ground handling departments. Steve has over 25 years of process consulting experience helping organizations meet regulatory requirements or achieve new levels of performance. Steve has a BS in Mechanical Engineering, an MS in Aerospace Engineering, and has been a leader of three successful startup companies prior to joining Polaris.

**Capt. Jared Taylor, Safety Manager, Johnson & Johnson**

Jared has accumulated 11,000 flight hours through flight instruction, commercial air carrier service and corporate flight operations. He currently operates as an international captain on Gulfstream G550 and G650 aircraft for Johnson and Johnson Aviation. Additionally, Jared serves as the flight department Safety Manager where he and his team continue to shape and innovate critical SMS programs including C-FOQA, H-FOQA, Fatigue Risk Management, C-ASAP and most importantly, the Johnson & Johnson hazard reporting system. With a BA in Communication Studies from the University of Maryland College Park, Jared serves as an active contributor to many internal and external leadership programs. He currently sits as the Northeast Safety Roundtable president and a member and panelist of the ISBAO PS3 leadership team.

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**Capt. Bill Curtis, Head of Aviation, Presage Group**

Bill Curtis has forty years of aviation experience comprised of single and multi-crew operations worldwide. He has also been a participant within the commercial airline safety industry on many levels of committees and advisory groups for the past 18 years.

He was the Director of Flight Safety at Air Canada where he oversaw flight safety during the integration of Air Canada and Canadian Airlines International and was a principal architect of the airline's Safety Management System.

Bill has participated on several government-sponsored safety committees and is an industry advocate of the evaluation and evolution of go-around decisionmaking. In this capacity, he is a Co-Chair of the Flight Safety Foundation GoAround Decision Making Project.





Bill is also a past Chair of the Flight Safety Foundation's International Advisory Committee and has been an active member of the Foundation for over 18 years.

**Capt. Tom Becker, Pilot, TUI Fly**

Capt. Becker is an active member of the FSF European Advisory Committee. He started his aviation career at Lufthansa's Flight School in 1995 and flies the A310 and B737. Capt. Becker currently has more than 10,000 hours of command experience. He holds a Master degree in Aviation Safety Management from City University of London and has work experience as a Safety Manager, Safety and Quality Pilot, Aviation Auditor, Trainer, and Human Factors Facilitator.

**Mr. Richard Weeks, Executive Director of Safety and Compliance, NetJets Europe**

Richard Weeks has nearly 40 years' experience as a pilot. He had a 16-year career with the RAF in various roles. He attended the Central Flying School where he qualified as a flying instructor. He also spent 3 years instructing at the Euro-NATO Joint Jet Pilot Training School in Texas, USA. He returned to No. 32 (The Royal) Squadron where he spent his last years with the RAF running the pilot training programme for the Royal Squadron.

He joined NetJets in 2002 as Director of Training and Standards for the NetJets AOC. He was also Head of Training for the NetJets Type Rating Training Organisation; in that role he was a TRI/TRE on the HS125.

He has now moved to the role of Director of Safety and Compliance responsible for managing the NetJets safety management system to identify hazards, manage the associated risks, and make recommendations to increase the safety performance and culture of NetJets Europe. He is also responsible for managing the compliance monitoring programme in order to ensure that all NetJets operations are performed safely and in compliance with the Company, national, and international regulations.

**Mr. Jim Burin, Foundation Fellow, Flight Safety Foundation**

Jim Burin has 51 years of aviation experience and 43 years of experience in the aviation safety field. His work in aviation safety includes controlled flight into terrain, runway safety, human factors, safety program organization, accident investigation, operations, administration, education, risk management, and organizational and leadership influences on safety.

He is a retired Navy Captain, having commanded an attack squadron and a Carrier Air Wing during his 30-year career. He was also the Director of the School of Aviation Safety in Monterey, California. As the Director of Technical Programs at Flight Safety Foundations he led numerous aviation industry safety efforts such as flight data monitoring for corporate aircraft, unreliable airspeed procedures, smoke-fire-fumes template checklist, functional check flights, and runway excursions. He was the chairman of the Flight Safety Foundation CAAG (CFIT and approach and landing group) and conducted over 35 ALAR (approach and landing accident reduction) workshops around the world. He is a frequent speaker at international safety conferences, seminars, and workshops.



**Capt. Dan Ramirez, General Manager, GMJ Air Shuttle, LLC and FSF Business Advisory Committee Member**

Daniel Ramirez, is a multilingual aviation professional with 18 years of operational and technical experience in commercial, military and executive aviation. In his career he has been known to have an exceptional drive and a strong passion for aviation. He is also very in tune with the needs of airlines, from technical and a customer point of view. He has also held leadership responsibilities, which have brought a significant impact to the bottom-line result.

