

NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Alaska Airlines Flight 1282

Boeing 737-9, N704AL

Left Mid Exit Door Plug Separation in Portland, OR

January 5, 2024

Docket No.	SA-543
EXHIBIT	
1J	

BOARD OF INQUIRY AND TECHNICAL PANEL PROFESSIONAL BIOGRAPHIES

(15 Pages)

Board of Inquiry

Jennifer L. Homendy



Jennifer L. Homendy [pronounced HAH-mendy] was sworn in as the 15th Chair of the National Transportation Safety Board (NTSB) on August 13, 2021, after being nominated by the President and unanimously confirmed by the Senate. The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation.

Chair Homendy is the agency's chief executive, managing an annual budget of about \$129.3 million and more than 411 full-time employees across the country, including the NTSB's regional offices located in Anchorage, Alaska; Seattle, Washington; and Denver, Colorado. She is the fourth woman to serve as Chair since the agency was created in 1967.

Chair Homendy has used her national platform to advocate for the implementation of NTSB safety recommendations, including strategies to reverse the deadly epidemic of traffic deaths, which have surged since the onset of the coronavirus pandemic. Her work has been especially focused on protecting vulnerable road users, such as pedestrians, bicyclists, motorcyclists, and people with disabilities.

As a vocal champion of the Safe System Approach, Chair Homendy speaks often about the need for a holistic approach to managing safety, preventing crashes and injuries, and saving lives on our nation's roads — an approach that has proved successful in other transportation modes, including commercial passenger aviation.

Another of Chair Homendy's priorities is to ensure the NTSB's readiness to carry out its mission amid rapid technological advancement in all modes of transportation, including advanced driver assist systems, automated vehicles, commercial space transportation, uncrewed aircraft systems, advanced air mobility, supersonic aircraft, high-speed ground transportation, and clean energy sources to fuel vehicles, such as high-voltage lithium-ion batteries and hydrogen. She is pushing for measures that not only will save lives but preserve the public's trust in proven lifesaving technologies, such as automatic emergency braking and forward-collision warning.

Chair Homendy is a staunch advocate for improving passenger and fishing vessel safety, having served as the Board Member on scene for the fire and subsequent sinking of the Conception dive boat off the coast of California in September 2019, which was the deadliest U.S. marine tragedy in recent history. She continues to push for the implementation of safety recommendations stemming from the Conception investigation, as well as NTSB investigations of the 2018 sinking of the amphibious passenger vessel Stretch Duck 7 in Branson, Missouri; the 2017 capsizing and sinking of fishing vessel Destination in Alaska; and the 2014 capsizing and sinking of fishing vessel Christopher's Joy in Louisiana.

In aviation, Chair Homendy is focused on addressing NTSB's long history of concerns with the safety of revenue passenger-carrying aviation operations. These operations — which include parachute jump flights as well as sightseeing flights conducted in hot air balloons, helicopters, and other aircraft — are not subject to the same maintenance, airworthiness, and operational requirements as other commercial flight operations. Chair Homendy's passion for this issue is due in part to being the Board Member on scene for multiple tragedies involving these operations, including the crash of a parachute jump flight in Hawaii that killed 11; the midair collision of two sightseeing flights in Alaska that killed six and injured 10; and the crash of a vintage B-17 sightseeing flight that killed seven passengers and injured seven others.

Chair Homendy is also focused on ensuring that commercial aviation in the United States continues to be held to the highest standards of safety. While a Member of the Board, Chair Homendy reviewed and debated recommendations that would ensure that the National Air Space continues to be the safest in the world and that lessons are learned from every fatality, injury, or near miss that the NTSB has investigated.

The investigations that guide her efforts include the 2017 near-collision in San Francisco, which put more than 1,000 people at imminent risk of serious injury or death; and the 2018 engine failure of Southwest 1380 that resulted in one passenger fatality.

Chair Homendy has served as the agency's 44th Board Member since August 2018. She has debated and approved numerous investigation reports, provided expert testimony at the federal and state levels on a wide range of transportation safety issues, and launched with the NTSB "Go Team" on numerous investigations.

From 2004 to 2018, Chair Homendy served as the Staff Director of the Subcommittee on Railroads, Pipelines, and Hazardous Materials under the jurisdiction of the Committee on Transportation and Infrastructure (T&I Committee) of the U.S. House of Representatives. In that role, Chair Homendy was the most senior strategic advisor on safety and economic issues involving the rail industry and its employees and passengers. In addition, she was responsible for strategic advice regarding the safety of transporting oil and gas by pipeline, and transporting hazardous materials in all modes, including aviation.

Throughout her tenure on the T&I Committee, Chair Homendy successfully advocated for the inclusion of NTSB safety recommendations in relevant legislation. She was instrumental to ensuring that the 2008 reauthorization of rail programs included a requirement that positive train control (PTC) technology be installed on most of the U.S. railroad network — a safety milestone

she was able to celebrate from her vantage point as an NTSB Board Member when it was fully implemented.

PTC is designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position. NTSB estimates that PTC could have prevented 154 rail accidents that killed more than 300 people and injured more than 6,800 passengers, crewmembers, and other rail workers since 1969. In her work at the NTSB, Chair Homendy remains dedicated to improving rail worker and passenger safety.

In 2010, Chair Homendy spearheaded the T&I Committee's extensive oversight investigations of the nation's pipeline and hazardous materials safety program and the largest and costliest inland oil spill in U.S. history that occurred in Marshall, Michigan. She helped shape numerous laws that led to improvements in pipeline leak detection, mitigation, and emergency response, including the installation of excess flow valves on distribution pipelines. Chair Homendy continues to push for improvements in pipeline safety in her current role.

Following several high-profile transportation incidents involving the use of drugs and the rise of opioids use in the transportation sector, Chair Homendy led the T&I Committee's 2018 multimodal, in-depth review of the U.S. Department of Transportation's (USDOT) drug- and alcohol-testing program. The resulting report identified significant gaps in the program and made recommendations to USDOT and Congress to improve transportation safety.

Earlier in her career, Chair Homendy held a position with the International Brotherhood of Teamsters, where she represented the interests of working families before Congress and the Executive Branch, focusing on transportation (trucking, rail, and aviation) and international trade issues. She served as a classified staff liaison for the Teamsters on the President's Advisory Committee on Trade Policy and Negotiations, the U.S. Department of Labor's Advisory Committee on Trade, and the U.S. National Administrative Office's North American Agreement on Labor Cooperation.

In an earlier role at the Transportation Trades Department (TTD) of the AFL-CIO, Chair Homendy spearheaded transportation labor's efforts to reauthorize the Intermodal Surface Transportation Efficiency Act (ISTEA) and the USDOT hazardous materials safety program. Before that, Chair Homendy was with the American Iron and Steel Institute, where she advocated for the American steel industry and its employees before Congress in the areas of domestic manufacturing, transportation, environment, and energy.

Chair Homendy is an enthusiastic student of all NTSB modal areas. In addition to earning Pro Board® certification as a Hazardous Materials Responder at the Core Operations Level (with Product Control and Personal Protective Equipment Mission Specific Competencies), Chair Homendy completed Private Pilot Ground School and is currently completing the requirements to obtain a private pilot license, and holds an M2 motorcycle endorsement. She is also an avid runner and cyclist, which fuels her advocacy work on behalf of vulnerable road users.

Chair Homendy is a graduate of the Pennsylvania State University and obtained a Master of Transportation Safety Administration degree at the Institute for Global Road Safety and Security at Clemson University.

Alvin Brown



Alvin Brown took the oath of office as the 47th Member of the National Transportation Safety Board on March 13, 2024.

Alvin Brown has served as Senior Advisor for Community Infrastructure Opportunities for the U.S. Department of Transportation since August 2022. From 2011 to 2015, he served as Mayor of Jacksonville, Florida. Brown began his career as a senior member of the White House leadership team under President Clinton and Vice President Gore, focused on a wide range of domestic issues, including community revitalization, job creation, new business development, and affordable housing. He served as Executive Director of the White House Community Empowerment Board and served as Senior Advisor to the late Commerce Secretary Ron Brown.

Brown earned a Bachelor of Science degree and a master's degree in business administration from Jacksonville University and completed postgraduate work at Harvard University's Kennedy School of Government. He has received honorary doctorate degrees from Edward Waters College and Jacksonville University. Brown resides in Jacksonville with his wife, Santhea, and two sons.

J. Todd Inman



J. Todd Inman, the 48th Member of the National Transportation Safety Board, who was sworn in March 13, 2024, brings a wealth of experience and expertise in transportation safety, management, and policy implementation.

Member Inman's vast experience is unique in that he brings a combination of federal, state, and private sector work that allows him to consider things from a policy and implementation perspective. Prior to the NTSB, Inman served as Senior Director in the Office of the Executive Chairman at APCO Worldwide, a global public affairs consultancy. Before that, he served as Secretary of the Department of Management Services for the state of Florida, for which the Florida Senate unanimously confirmed him to oversee eight major operating divisions. In that role he managed over 1,000 employees with a \$1 billion dollar budget which conducted over \$25 billion of transactions annually along with the administration of the state of Florida's 911 centers and grant programs. As Secretary of Management, he also was responsible for the procurement of the largest upgrade of the State Law Enforcement Radio system used by all first responders.

Previously, Inman held various positions at the U.S. Department of Transportation (DOT), where he was the Chief of Staff after serving as Deputy Chief of Staff and Director of Operations in the Office of the Secretary. Inman's tenure at the DOT provided him with a deep understanding of the agency's multifaceted responsibilities, particularly in safety regulation. His career highlights while at DOT included leading numerous rulemaking efforts and overseeing the security, intelligence, and response division, tracking thousands of incidents annually. He was also recognized for his management acumen, supporting the needs of a workforce of over 90,000 career and contract employees, including through the COVID-19 pandemic at DOT along with responsibility of 12 million square feet of real estate as the Secretary of Management in Florida.

Inman's career also encompasses a diverse range of roles in the insurance industry, where he became a recognized expert in fire and arson investigations. His time as an independent contractor agent and claims superintendent at State Farm Insurance Companies, along with his experience in the Special Investigative Unit, honed his investigative skills in cause and origin investigations involving fire and explosions. As an instructor for the National Fire Academy's regional delivery program, he shared his expertise in arson detection with first responders.

Member Inman has over 200 hours of continued education in fire investigation origin and cause and was previously certified as an expert in Federal and State court. He has also been actively engaged in emergency response functions at the state and federal level, leading the logistics and

communications divisions of the emergency management service function for the state of Florida, and leading Emergency Response Function 1 for the National Response Framework at U.S. DOT.

Inman's multifaceted background and dedication to safety extend to his personal life as well, as evidenced by his licensure as a Professional Association of Diving (PADI) scuba diver, his decades-long experience as a recreational boater, previous work at marinas along inland waterways, and current pursuit of a pilot's license. He has also made significant contributions to his community, from serving as a member of the fire department explorer program during his youth, to chairing numerous civic and non-profit organizations.

Inman earned his B.S. in Journalism and Advertising from The University of Mississippi (Ole Miss). He has been honored with the "Who's Who in American Colleges and Universities" award, reflecting his academic achievements and contributions.

Micheal E. Graham



Michael Graham took the oath of office as the 45th Member of the National Transportation Safety Board on January 3, 2020.

Before coming to the NTSB, Member Graham was with Textron Aviation, Inc. (Cessna/Hawker/Beechcraft) from 1997 to 2019. Since 2012 he served as their Director of Flight Operations Safety, Security & Standardization and was responsible for the safe and secure operations of all domestic and international flights conducted in support of the company. The scope of his responsibility included managing the flight operation's Safety Management System and its certification, administering the Emergency Response Plan, supervising Air Safety Investigations, and overseeing two company airports and a control tower.

Mr. Graham joined Cessna as a Demonstration Pilot and held positions in Production Flight Test and Delivery. He was instrumental in the merging of Beechcraft flight operations with Cessna's after its acquisition. Mike also started the company's highly successful Aviation Safety Action Program which became the model program for Part 91 operators.

Member Graham also provided safety leadership to multiple industry and government advisory committees during his tenure at Textron Aviation. He served as Chairman of the Air Charter Safety Foundation and Board of Governors, led the Single Pilot Safety Working Group of the National Business Aviation Association's Safety Committee and was a member of the General Aviation Information Analysis Team. Mr. Graham was presented with Flight Safety Foundation's 2019 Business Aviation Meritorious Service Award for his work.

Mr. Graham began his career in the U.S. Navy as a Naval Aviator flying A-7's and F/A-18's and completed two operational deployments including Combat Air Patrol missions over Iraq and Kuwait in support of Southern Watch. He served as a F/A-18 Flight Instructor, Evaluator and model manager for all Navy and Marine F/A-18's. He was handpicked to develop the first ever F/A-18 Aircrew Coordination Training syllabus and facilitated the training of the first group of instructors. He received a Navy Achievement Medal for his development of an Occupational Safety and Health program and twice received the Top Eleven Award for best landing grades aboard the USS Abraham Lincoln.

From 1995-1997 he worked at Boeing/McDonnell Douglas as a F/A-18 aircrew instructor. Along with instructing, he developed courseware and served as an operational analyst and lead integration engineer receiving the Quality Achievement Award for his work.

Member Graham earned his B.S. in Mechanical Engineering from the University of New Mexico. He is also a certified Airline Transport Pilot with 10,000 flight hours and is type rated in six different Citation models.

Thomas B. Chapman



Thomas B. Chapman took the oath of office as the 46th Member of the National Transportation Safety Board on January 6, 2020. Member Chapman has spoken extensively on the Safe System Approach to highway traffic safety, alcohol and drug impairment, and rail worker and highway-rail grade crossing safety.

Prior to joining the Board, Member Chapman served six years as minority counsel to the Senate Subcommittee on Aviation & Space. He engaged in a broad range of issues, including the bipartisan effort to pass comprehensive legislation reauthorizing the Federal Aviation Administration, the Transportation Security Administration, and the NTSB. In total, Member Chapman has four decades of experience in government, legislative, and regulatory affairs in the transportation industry.

Chapman previously served as US Airways' vice president for government affairs, responsible for outreach on all federal policy initiatives. Prior to joining US Airways, he was legislative counsel for Southwest Airlines. His work in the airline industry spanned approximately 16 years.

Earlier in his career, Member Chapman was senior vice president for government and technical affairs for the Aircraft Owners and Pilots Association. His time in that role capped a 17-year tenure at the Association, beginning in 1981. While at AOPA, he held a variety of policy and safety related positions. He also earned his private pilot certificate and regularly enjoyed the opportunity to improve his skills, flying out of AOPA's home base airport in Frederick, Maryland.

Because of Chapman's practical experience in the aviation industry, an awareness and sensitivity to a pervasive culture of safety is imbedded in his approach. He brings that perspective to key challenges facing the NTSB, including advances in automation and the development of autonomous vehicles, meeting the expectations stemming from NTSB's reputation as the world's premier transportation safety organization, and the importance of recruiting and retaining the skilled team members on which the work of the agency is highly dependent.

Member Chapman considers public service to be a responsibility for those who have benefitted from professional life in the private sector. Appointment to the NTSB is a rewarding opportunity for Member Chapman to apply his experience and skills in a role allowing him to continue giving back through public service.

Member Chapman is a graduate of the American University Washington College of Law in Washington, D.C. He earned a Bachelor of Fine Arts in music from C.W. Post College in Greenvale, N.Y.

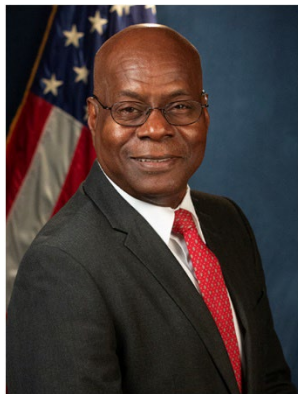
Technical Panel

Doug Brazy (Hearing Officer)



Doug Brazy joined the NTSB in 1992 in the Office of Research and Engineering as a co-op student. While there he served as an investigator in the Vehicle Recorder Division specializing in the analysis of Cockpit Voice Recorders, Flight Data Recorders, image photogrammetry, aircraft performance, and sound spectrum analysis. He joined Office of Aviation Safety in 2014 as an Air Safety Investigator in the NTSB's Eastern Region. In 2022 he joined the Air Carrier and Space Investigations Division. He has a private pilot certificate and bachelor's degree in Mechanical Engineering from the University of Alabama. He is a graduate of the Excellence in Government Fellows Program.

John Lovell (Investigator-In-Charge)



John Lovell is a Senior Aviation Accident Investigator with the United States National Transportation Safety Board (NTSB) in Washington DC, presently serving as Investigator-In-Charge (IIC) for U.S domestic accident investigations and as the U.S Accredited Representative for foreign accident investigations. John has 25 years' experience investigating aviation accidents and incidents, initially joining the NTSB in July 1999 as an Air Safety Investigator with the Southeast Regional Office, Miami, Florida.

Pocholo Cruz



Pocholo Cruz is a Structures and Maintenance Team Lead in the National Transportation Safety Board Office of Aviation Safety. Mr. Cruz leads a team of Structural Engineers and Maintenance Investigators involved in the investigation of air carrier and general aviation accidents occurring in the United States and abroad. Mr. Cruz has participated in over 100 investigations including the 787 Battery, US Airways 1549, Asiana 214, and Colgan Air 3407. Mr. Cruz has been with the Board since 2004.

Mr. Cruz has over 30 years of industry experience and has worked for 14CFR121 Airlines including United Airlines as well as Air Cargo Carriers DHL Airways and ASTAR Air Cargo. Mr. Cruz held various roles of increasing responsibility including 747 and 737 Staff Engineer, 737 Structures and Systems Lead Engineer for the United Airlines, and Engineering Managers for both DHL Airways and ASTAR Air Cargo.

Mr. Cruz holds a Bachelor of Science degree in Aerospace Engineering from Parks College of St. Louis University.

Nils Johnson



Nils Johnson joins the NTSB as an aviation accident investigator (maintenance). In his position, he is responsible for air carrier maintenance aspects of accident and incident investigations conducted by the NTSB.

Before joining the NTSB, Johnson spent nearly 30 years in commercial aviation. He has worked for airlines including United, Northwest, and Vision; air cargo carriers including DHL Airways, Astar Air Cargo, and Southern Air; air carriers including Delta private jets and Wheels Up; and repair stations including Vision and Delta private jets. While serving at these companies, Johnson held various roles of increasing responsibility including fleet engineer, liaison engineer, manager of quality assurance and CASS, chief inspector, director of maintenance, and director of quality.

Johnson has held Federal Aviation Administration Airframe and Powerplant certifications since 1995. He received a bachelor's degree in aeronautical technology from Purdue University. In addition, he also has an associate degree in business administration from the University of Cincinnati.

Johnson has a wife, three adult children, and a new granddaughter, with a second on the way. He and his wife reside in Lawrenceburg, Indiana.

Dr. Sabrina Woods



Dr. Sabrina Woods is a Senior Human Performance Investigator with the Human Performance and Survival Factors Division of the National Transportation Safety Board Office of Aviation. Her work and research focuses are on cognitive bias and elements affecting information processing. Previously, she spent nine years with the Federal Aviation Administration in different capacities to include writer/editor for the FAA Safety Briefing magazine, a human factors scientist in the Air Traffic Organization, and culminated as an aviation accident and incident investigator with the Office of Accident Investigation and Prevention. She is a 12-year veteran of the United States Air Force and has a doctorate in aviation human factors from Embry-Riddle Aeronautical University.