Docket No. SA-537

Exhibit No. 1-H

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Witness Biographies

(12 Pages)

Dr. Kathy Abbott

Dr. Kathy Abbott has over 35 years of experience, specializing in aviation human factors. She currently serves as the Chief Scientific and Technical Advisor for Flight Deck Human Factors to the Federal Aviation Administration (FAA) on human performance and human error, systems design and analysis, flight crew training/qualification, and flight crew operations and procedures. She serves as the FAA liaison to industry and other government and international agencies dealing with human factors.

In this position, Dr. Abbott has led the integration of human engineering into FAA/international regulatory material and policies for flight guidance systems, avionics, all weather operations, Required Navigation Performance, crew qualification, data communication, instrument procedure design criteria, electronic flight bags, electronic displays, organizational culture, design-related pilot error, and other areas. She has been involved extensively in accident, incident, and other safety data analysis.

Before joining the FAA, she conducted research on flight deck design and operations at the National Aeronautics and Space Administration (NASA). She is a Fellow of the Royal Aeronautical Society, an Associate Fellow in the American Institute of Aeronautics and Astronautics, and a Liveryman in the Guild of Air Pilots and Air Navigators (GAPAN). She is a certificated private pilot, with familiarization training in several large transport aircraft, including B747-400, B777, MD-11, and A320/330/340. She has received industry and government awards, including: R&D 100 Award from R&D Magazine; NASA Outstanding Leadership Medal; Aerospace Laurel from Aviation Week and Space Technology; and the GAPAN Cumberbach Trophy for Outstanding Contributions to Aviation Safety.

Stephen P. Boyd

Stephen P. Boyd graduated from the USAF Academy in 1976 with a degree in Behavioral Science. He served in the USAF from 1976-1986, first as a Communications-Electronics Maintenance Officer. He subsequently earned an M.S. in Industrial Engineering (Human Factors) at Virginia Tech., after which he became an Assistant Professor at the USAF Academy. After leaving the USAF in 1986, he spent three years working on the design of command and control systems for the Department of Defense. In 1989, Steve went to Boeing, starting off on military projects, followed by eight years in the Boeing Commercial Airplanes flight deck organization, where he was became an Associate Technical Fellow. He worked on human factors and certification of all Boeing models, but spent the most time focusing on the 737-NG. In 1998 Steve joined the FAA Transport Standards Staff as a human factors specialist. In 2003, he was selected to manage the Airplane and Flight Crew Interface Branch, which is responsible for regulations and policies associated with electrical systems, avionics, airplane performance, human factors, and flight deck design. From 2007-2010, Steve served as the Assistant Manager of the Transport Airplane Directorate.

Robert (Rob) Burke

Mr. Burke is the manager of the Air Carrier Training Systems and Voluntary Safety Programs Branch (AFS-280) at FAA Headquarters.

Mr. Burke was the FAA's Designated Federal Official for the *2008 Aviation Rulemaking Committee* which led to the formation of the ICAO/FAA/EASA LOCART initiative. Mr. Burke is a Subject Matter Expert for both the *Pilot Certification and Qualification Requirements for Air Carrier Operations* and the *Qualification, Service, and Use of Crewmembers and Aircraft Dispatchers* final rules. He is also a Subject Matter Expert for the new Part 60 rule change *Flight Simulation Training Device Qualification Standards Extended Envelope and Adverse Weather Event Training Tasks*. Mr. Burke also participated as the FAA subject matter expert on the Industry/ FAA, Stall/Stick Pusher Work Group.

Mr. Burke came to the FAA in 2006 after 14 years of air carrier experience which included both domestic and international operations. Mr. Burke held part 121 air carrier positions in management, training and as a line pilot, serving as a Captain, Check Airman and Chief Pilot. Mr. Burke is type rated in the DC-9 and the A320.

Assistant Deputy Chief Dale Carnes

Mr. Carnes is an Assistant Deputy Chief with the San Francisco Fire Department and is in charge of the SFFD Airport Division at San Francisco International Airport. In this position he supervises the operations of three fire stations and approximately 80 personnel that provide ARFF, structural firefighting, EMS and marine rescue and firefighting. Chief Carnes has been in the professional fire service for 28 years, the last 11 of which have been with the San Francisco Fire Department. He has worked assignments in suppression and training in various positions including firefighter/paramedic, lieutenant, and captain and training captain. Chief Carnes assumed command of the Airport Division on July 1, 2013.

Chief Carnes is a member of the ARFF Working Group, International Association of Fire Chiefs, National Fire Protection Association, and the San Mateo County Fire Chief's Association. He holds a Masters in Public Administration from Anna Maria College. He is a Hazardous Material Specialist and Incident Commander, a licensed Paramedic and a California State Fire Marshal's Office certified Fire Officer and Chief Officer.

Captain John Cashman

Captain John Cashman was employed by Boeing Commercial Airplanes for over 42 years. Capt. Cashman was formerly Director, Flight Crew Operations/Chief Test Pilot for Boeing Commercial Airplanes Group and named to that position in October 1997. Prior to his assignment, he was 777 Program chief pilot, a position he had since launch of the 777 Program in October 1990.

Capt. Cashman commanded the first flight of the Boeing 777 on June 12, 1994,and was the chief engineering test pilot for the airplane's extensive flight-test program. The initial test effort involved nine airplanes, three engine types and ran through March 1996. During the 777's development, Capt. Cashman played an integral role in defining the flight deck and all systems affecting flight operations. He also represented the world's airline pilots to ensure that their input and preferences were considered in 777 design and operational decisions.

From 1989 to 1990, Capt. Cashman served as chief pilot for the 767 and the 767-X, the developmental name for the 777. He became dedicated to the 777 when the program was launched in October 1990. Capt. Cashman joined Boeing in 1966 and became a flight crew member in 1974. He brings a wealth of experience in flight testing all Boeing commercial jet transports, starting with the 707. He was also involved in the flight testing of the E3A and E4B, military derivatives of commercial airplanes. Capt. Cashman has served as both pilot and flight engineer on experimental and production programs, and as a Federal Aviation Administration (FAA) check airman and pilot proficiency examiner. Currently, he is an FAA designated engineering representative test pilot and holds an FAA Airline Transport Pilot certificate with type ratings in 727, 737, 747, 747-400, 757, 767, 777, 787, and L-1011.

Capt. Cashman, who began flying in 1964 and received his pilot's license the next year, also holds FAA certificates as a flight engineer, and flight and ground instructor. He has accumulated more than 10,000 hours of flying. In addition to the historic first flight of the 777-200, Capt. Cashman has piloted several maiden voyages, including the Rolls-Royce E4-powered 757, 767-200ER (extended range), Rolls-Royce-powered 767-300ER, General Electric-powered 747-400 and the 757 modified to mimic the 777's fly-by-wire flight controls, the 777-200ER, the 777-300, 777-300ER and the 767-400ER, among other aircraft. Capt. Cashman was an engineer in 727 structures and 707 aerodynamics engineering, and a lead engineer of the military derivatives group.

Capt. Cashman earned a bachelor of science degree in aerospace engineering from the University of Michigan in 1966 and has done post-graduate work in business administration at the University of Washington. Capt. Cashman is a Fellow of the Royal Aeronautical Society and the Society of Experimental Test Pilots (SETP), a Senior member of the American Institute of Aeronautics and Astronautics, and the International Society of Air Safety Investigators. He was awarded the Iven C. Kincheloe Award by SETP in 1995 for outstanding contributions to developmental flight test in an individual aerospace program and in 2007 the SETP Tony Levier Flight Test Safety Award. Also in 1995, he received the Aviation Week & Space Technology Laurels award for Aeronautics and Propulsion. In 2000, Capt. Cashman was awarded the 2000 Alumni Society Merit Award for Aerospace Engineering by the University of Michigan, and in 2006, The Brackley Memorial Trophy from the Guild of Air Pilots and Air Navigators. In 2011, he was named an Elder Statesman of Aviation by the National Aeronautics Association.

Richard DeWeese

Mr. DeWeese is the Team Coordinator for the FAA Civil Aerospace Medical Institute's (CAMI) Biodynamics Research Team and has worked in CAMI's Biodynamics Laboratory since 1990. He has authored or co-authored several papers concerning the safety of aircraft seats, restraint systems, and child restraints. He has also helped develop the Society of Automotive Engineers (SAE) standards for aircraft seats, restraint systems and test methods. Mr. DeWeese holds a B.S. degree in Mechanical Engineering from the University of Oklahoma.

James M. Eitel

Aviation Experience: Graduated from Air Force pilot training in 1973. Flew C-130's on active duty from 1974 to 1980 at Clark AB, Philippines and Dyess AFB, TX. Accumulated slightly over 3,500 hours in the C-130 as a pilot and instructor pilot. Transferred to the AF Reserve to fly C-5 aircraft at Travis AFB, CA in 1982. Flew the C-5 from 1982 to 1996 and accumulated 3,500 as a pilot, instructor and evaluator.

Joined the FAA in September 1982 with the Los Angeles FSDO. Duties included the assistant POI for Western Airlines and airman certification work as a B-737 ASI. Transferred to the Seattle FSDO in 1986 and worked as a geographic ASI conducting airman certification on the B737 and B747 aircraft. Hired by the Seattle Aircraft Evaluation Group (AEG) in 1991 and have served as the Flight Standardization Board (FSB) chairman on the B-737, B-747, B-777 and B-787 aircraft. Currently serving as the B777 and B787 FSB Chairman; the position deals with type rating determination, crew training / checking requirements and master minimum equipment list issues. Rated on all current Boeing production aircraft, with 400 hours on the B-777 and 200 hours on the B-787.

Jeff Gardlin

Jeff Gardlin is an Aerospace Engineer with the Standards Staff in the FAA's Transport Airplane Directorate. His responsibilities include development of regulations and policies relating to all aspects of Transport Airplane cabin safety, as well as participation in the research programs on which the regulations are based. He has conducted training in certification requirements for other airworthiness authorities around the world. He has also been involved with the development of research programs relating to fire protection, evacuation testing, and dynamic testing of seats. He is the principal author of rulemaking on incorporation of security measures into aircraft design, fuselage doors and flammability of thermal/acoustic insulation.

Captain Daren Gulbransen

Daren Gulbransen is currently the 787 Fleet Manager for Boeing Flight Services, a business unit of Commercial Aviation Services, Boeing Commercial Airplanes. Daren is also an FAA Designated Training Center Examiner.

Mr. Gulbransen leads and supports the global delivery of flight training for the 787. He is responsible for optimizing crew technical expertise, customer interface and movement to worldwide facilities; directing global resources and training requirements for the 787 fleet and for customer-specific pilot flight training. He leads the Simulator Instructor Pilot workforce, coordinates program changes, oversees standardization and ensures compliance with international regulatory bodies.

In his previous position, Mr. Gulbransen was the 737 Fleet Manager for Flight Services, coming to the role as a 777 and 747 flight training instructor for Commercial Aviation Services. He was responsible for flight training delivery and standardization, curriculum development and improvement, computer-based training development and instructor training.

Prior to joining Boeing, Mr. Gulbransen spent 20 years in the U.S. Air Force in a variety of assignments including Chief Pilot for VIP Flight Operations, Director of Flying Standardization, Logistics Manager, Instructor Pilot and Check Airman.
Mr. Gulbransen holds a master's degree in logistics management from the Air Force Institute of Technology and a second master's degree in aviation management from Embry Riddle Aeronautical University.

Kwang-Hee Lee

Mr. Lee is the Director of Aviation Safety Division of Civil Aviation Office of Korea and has worked in Civil Aviation Office since 1988. His responsibilities include approval and surveillance relating Air Operator Certification of Korean Commercial Operators, as well as management for Aviation Safety Inspectors. He has also been in charge of the Type Certification, Product Certification, Certificate of Airworthiness, and Korean Airworthiness Standards which are equivalent with CFR Part 23 through 36 as an Assistant Director of Airworthiness Division from 1988 to 2007. Mr. Lee holds MBA and a Bachelor of Aeronautical Engineering from the Korea Aerospace University.

Capt. Sung-kil Lee

Captain Sung-kil Lee is Asiana Airlines' Boeing 777 Chief Pilot. He has held this position since 2011. As Boeing 777 Chief Pilot, Captain Lee directly supervises all Asiana Airlines Boeing 777 pilots. Captain Lee joined Asiana Airlines in 1993 and has served in various positions at the airline, including Boeing 777 Assistant Chief Pilot and senior instructor for the Boeing 777. Prior to joining Asiana Airlines, from 1982-1993, he was a fighter pilot in the Korean Air Force. Captain Lee graduated from the Korea Air Force Academy in 1982.

Captain David McKenney

Captain David McKenney joined the Air Line Pilots Association, International (ALPA) in 1989 and serves as a human factors and training expert. Captain McKenney is currently Director of

Pilot Training Programs for ALPA where he advances pilot views concerning licensing and training standards to include "best practices." He is a strong advocate for human-centered design and participates on industry initiatives for research and development of new training programs, such as the 2006 ICAO Multi Crew Pilots License (MPL). Captain McKenney also serves as the Human Factors Chairman for the International Federation of Air Line Pilots' Associations (IFALPA) and represents over 100,000 IFALPA pilots in airline safety on matters pertaining to aeromedical, human factors, licensing, and training aspects of human performance as it relates to pilots.

Dave Co-chairs the PARC/CAST Flight Deck Automation Working Group which studied human factor issues relating to pilot interaction with flight deck automated systems, including equipment design, operational policies, pilot procedures, and pilot qualification and training. The report published in September 2013 contains 28 findings and 18 recommendations to improve safety and operational efficiency of modern flight deck systems for flight path management (including energy-state management) for current and future operations.

In 2010, Captain McKenney chaired the FAA-Industry Stall/Stick-Pusher Working Group that developed FAA guidance (including FAA Advisory Circular 120-109) for Stall and Stick Pusher training in response to several major Loss of Control accidents, including Colgan Flight 3407 accident near Buffalo, New York in 2009 and Air France 447 accident in 2009. Captain McKenney represented ALPA pilots on the FAA's Stick Pusher and Adverse Weather (SPAW) Aviation Rulemaking Committee (ARC) and was a member of the FAA Loss of Control Avoidance and Recovery Training (LOCART) initiative which developed FAA and ICAO guidance material for academic and flight training required to effectively teach upset recovery training in aircraft and simulators.

Captain David McKenney is a B-767 pilot for United Air Lines and has accumulated over 20,000 hours in 40 years of military and civilian flying, over 10,000 hours as a flight instructor in both aircraft and simulators, and has served as a check airman and developer of training courseware and standards. He is type-rated on many airplanes, including the B-747-100/200/SP, B-747-400, B-777, B-757, B-767, L-300, and CE-500. Captain McKenney has spoken in many international forums on a wide variety of aviation safety topics. He has authored articles on aviation safety, which have appeared in national and international publications.

At United Airlines, Captain McKenney conducted type and recurrent training. Dave developed a training and qualification program for new 747-400 instructors and a course on how to effectively teach the use of automated systems for modern glass flight decks. He implemented the initial Upset Recovery Training for the B-747-400 and helped develop and introduce Controller-Pilot Data Link (FANS) in the Pacific for United Airlines. In 1999-2000, Dave chaired the United Airlines Crew Augmentation Study conducted jointly by ALPA and United Airlines. The study investigated various dual augmentation systems around the world and identified ways to improve pilot proficiency and safety for long-haul augmented operations. The report was published in June 2000 and included 32 recommendations to improve safety in augmented operations, which have been implemented worldwide.

Prior to his airline career, Captain McKenney served in the U.S. Air Force as a flight instructor on several airplanes and flew C-141 and C-130 cargo planes worldwide. He served as a Computer Science Professor at the US Air Force Academy and retired as a Lt. Colonel with 24 years of active and reserve duty. Dave holds a Bachelor of Science degree in Computer Science from the United States Air Force Academy and a Master's of Science degree in Computer Science from

the University of Utah, specializing in Artificial Intelligence and human-machine interface. Captain McKenney resides in Colorado Springs and has two married sons, Matthew and Michael.

Captain Rod McNaughton

Rod McNaughton is currently the Flight Training Manager for Cambridge Communications Limited in Korea. Cambridge Communications Limited works with Boeing Korea, LLC, to support the full-flight simulator component of Asiana's training program. McNaughton has managed the delivery of those full-flight simulator services since 2001.

Mr. McNaughton spent 39 years with a major Canadian airline, both as a line captain and in management as Category A and B Check Airman 737, 767, 747-400; Chief Pilot 747-400; Company Chief Pilot, Standards; Regional Manager 767; Chief Pilot and Regional Manager 737; and Director of Flight Operation. He holds transport category aircraft ratings for PBY, DC3, DC4, DC6, HS748, HS 650, YS11, C130, 737, 767 and 747-400. Mr. McNaughton has operated aircraft in the United States, Canada, Mexico, South America, Europe, and Asia.

Bob Myers

Bob Myers has served as the Flight Deck Chief Engineer since November of 2010. In that role he leads the development of the flight deck engineering team across all Commercial Airplanes models, including strategic planning for all current and future flight deck designs. He is currently involved in flight deck design of most new airplanes in development. Prior to this position, Mr. Myers held several Flight Deck engineering management positions in support of the development of the 777, the 787 and every new flight deck and flight deck enhancement in BCA since the development of the 747-400 in 1989.

In addition to his Flight Deck design experience, Mr. Myers led the 787 Systems Integration team as a Senior Manager, managed the 787-9 Systems development effort from 2007 to 2010, and served as Program Leader for the Phantom Works Safety Technology Research program in 2000 and 2001. Along the way he has supported the Commercial Aviation Safety Team and multiple industry committees, focusing on loss of control accident prevention, Electronic Flight Bags, electronic display development, runway excursion reduction, and approach and landing pilot aids.

Prior to joining Boeing in 1989, Mr. Myers flew for the United States Air Force as an Aircraft Commander in the KC-135 Tanker and as in Instructor Pilot in the T-38A Advanced Trainer. He flew over 1000 sorties and has 2000 hours of military flying time. Mr. Myers earned a Bachelor's degree in Aeronautics and Astronautics from the Massachusetts Institute of Technology, and also holds a Master's Degree in Adult Education from Western Washington University.

John O’Donnell

Mr. O’Donnell is currently the President of Air Cruisers Company. Air Cruisers Company designs and manufactures inflatable aviation safety equipment including evacuation slides and slide/rafts, liferafts, lifevests, and helicopter floats. Mr. O’Donnell began his career at Air Cruisers 26 years ago as a design engineer working the A320 program. After 2 years he was promoted to Senior Engineer and led the MD-11 design program. In 1991 he was promoted to Supervisor of Manufacturing Engineering where he helped establish the MRP system, cellular production system and startup of a new factory in Mississippi. In 1994 he became Vice President of Engineering. Early in this tenure the Boeing 777 was successfully developed. Later programs include the 787, IL-96, 737-700, TU-214, RRJ, ARJ-21, new generation liferafts, and the introduction of thermobonded methodologies to replace cement in inflatable fabrication. During this time he successfully implemented Concurrent Engineering practicing into Air Cruisers design and development programs. Mr. O’Donnell was a contributing panel expert to the 2008 ACRP Report 2 “Evaluation and Mitigation of Aircraft Slide Evacuation Injuries.”
In 2008 Mr. O’Donnell became President of Air Cruisers. During his tenure program wins include the A350, C-Series, C-919, MC-21, and A320NEO. Mr. O’Donnell serves on the Planning/Zoning Board for his hometown. Mr. O’Donnell has received 7 patents of which 6 have been related to evacuation systems. Mr. O’Donnell is a licensed Professional Engineer in the State of New Jersey. He received his Bachelor of Engineering in Mechanical Engineering from Stevens Institute of Technology where he also received his Master of Engineering degree. Mr. O’Donnell also received his MBA from Monmouth University.

Michael J. O'Donnell

Mr. 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 (ACRP).

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 7 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 6 years of active-duty service in the U.S. Air Force. Mr. O'Donnell is an experienced aircraft accident investigator and ARFF fire fighter. Mr. O'Donnell 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.

Nadine Sarter, Ph.D

Nadine Sarter is a Professor in the Department of Industrial and Operations Engineering and the Center for Ergonomics at the University of Michigan. She received her Ph.D. in Industrial and Systems Engineering, with a specialization in Cognitive Ergonomics/Cognitive Systems Engineering, from Ohio State University in 1994. Dr. Sarter's primary research interests include (1) multimodal interface design, (2) attention and interruption management, (3) decision support systems, (4) adaptive function allocation and (5) human error/ error management. She has conducted her work in a variety of application domains, most notably aviation and space, medicine, the military, and the automotive industry. For her work on pilot-automation interaction, she received the Aviation Week and Space Technology's 'Aerospace Laurels Award For Outstanding Achievement In The Field Of Commercial Air Transport' in 1996, an NSF Faculty Early CAREER Award in 1998 and the Ely Award by the Human Factors and Ergonomics Society in 2008. Dr. Sarter serves as Associate Editor for Human Factors, IEEE Transactions on Human-Machine Systems and IIE Transactions on Occupational Ergonomics and Human Factors. Recently, she was a member of the FAA PARC/CAST Flight Deck Automation Working Group (2006–2013).

Jason Shively

Jason Shively is Senior Chief Engineer of the Airport Products Division of Oshkosh Corporation. He has served as Senior Chief Engineer or Chief Engineer since June 2008. In his role, Mr. Shively supervises 36 Oshkosh engineers responsible for the technical decisions associated with ARFF and snow removal airport products. Mr. Shively has been with Oshkosh for 17 years, is a member of the NFPA Technical Committee on Aircraft Rescue and Fire Fighting, and holds a BS in Mechanical Engineering from the Milwaukee School of Engineering.

Oshkosh Corporation is a leading designer, manufacturer, and marketer of a broad range of specialty access equipment, commercial, fire & emergency, and military vehicles and vehicle bodies. The Oshkosh Corporation Fire & Emergency segment manufactures a full line of fire apparatus, broadcast communications, and homeland security vehicles.

Marc S. Tonnacliff

Marc Tonnacliff has been in the fire and emergency services field for over 29 years. He is currently the Senior Airport Firefighting Specialist for the FAA headquartered in Washington, D.C. Mr. Tonnacliff is responsible for determining national ARFF strategies and writing regulations and guidance documents regarding airport firefighting for the FAA's Airport Safety and Standards Program. Prior to coming to the FAA he spent 22 years in the Marine Corps retiring as a Chief Warrant Officer 3. His last

position in the Marine Corps was as the ARFF Chief, Marine Corps Base Quantico providing fire and rescue support to Presidential Helicopter Squadron 1.

Mr. Tonnacliff has also been a member of the National Fire Protection Association (NFPA) Technical Committee for Aircraft Rescue and Fire Fighting since 2006. He also serves as the lead FAA representative to the International Civil Aviation Organization's (ICAO) Rescue and Fire Fighting Working Group. This group is charged with creating the ARFF standards and recommended practices for member states worldwide. He is responsible for producing two ARFF training DVD's; Introduction to ARFF and Aircraft forcible entry, Firefighting with the HRET and Cargo Aircraft firefighting. He holds an MBA in Business Administration from Averett University.

Bruce Wallace

Bruce Wallace is an Evacuation Systems Engineer in the Interior and Payloads organization of Boeing Commercial Airplanes, compiling more than 20 years' experience in that field. In his current role Mr. Wallace is a Payloads Design Engineer that participates in the development and evaluation of evacuation systems on all the Boeing commercial airplane models. He was designated an Associate Technical Fellow, which recognizes his expertise and leadership in evacuation systems. He serves as a mentor to other engineers and is recognized as a subject matter expert.

Mr. Wallace has extensive experience in accident investigation and research into passenger evacuations. He participated in the investigations of a 747-200 incident at John F. Kennedy International Airport in 2002 and a 777 accident at London-Heathrow in 2008. Mr. Wallace also has worked with Boeing Phantom Works and Cranfield University investigating the challenges of passenger egress and has been a regular attendee at the International Fire and Cabin Safety Research Triennial conferences. He was a Boeing representative to the NTSB Airplane Evacuation Safety Study that was released in 2000.

Mr. Wallace joined Boeing in 1996 after serving as a senior engineer of evacuation systems at supplier Goodrich for four years. His first position at Boeing was with the 737/757 Evacuation Systems Group, then he moved to the widebody (747/767/777) Evacuation Systems Group where he was the Technical Lead Engineer for eleven years. Mr. Wallace received his Bachelors of Engineering from Northern Arizona University and his Master's in Engineering Management from Washington State University.

Chief David Whitaker

Chief David Y. Whitaker (Ret) is a 30 year veteran with the Memphis Fire Department including 15 years in the Air Rescue Division. Chief Whitaker served as the Airport Liaison Chief for the Memphis International Airport for 7 years. He is presently serving Chairman of the Aircraft Rescue and Fire Fighting Working Group. His credentials include AAAE accreditation, Commercial Flight Instructor, Paramedic, Firefighter, Haz/Mat and Instructor ratings. Chief Whitaker earned his BPS in Medical Aviation

Administration from the University of Memphis. He was a co-author of the IFSTA Aircraft Rescue and Fire Fighting 5th edition. Chief Whitaker was selected to serve on the Embry Riddle Fire Science Advisory Committee. He was one of the original Master Firefighter Certification candidates and now serves on the new AAAE/ARFFWG Professional Designation Committee. He also developed and beta-tested in Memphis the ARFFWG Data Base program now being used by airport fire departments internationally.

Captain Byeong-geoun Yoo

Captain Byeong-geoun Yoo is Asiana Airlines' Manager of Flight Crew Training. He has held this position since 2010. As Manager of Flight Crew Training, Captain Yoo plans pilot training programs, oversees crew resource management scenarios, and manages Boeing Korea LLC., simulator training. Captain Yoo joined Asiana Airlines in 1990 and has served in various positions at the airline, including ground school instructor for the Boeing 737, Boeing 737, and the Boeing 747; OE flight instructor and check pilot for the Boeing 737; training and evaluations manager for the Boeing 737; and flight safety manager for the Boeing 373. Prior to joining Asiana Airlines, from 1986-1989, Captain Yoo served in the Korean Navy. He received a bachelor's degree in aviation from Korea Aviation University in 1986 and a master's degree in aviation management from Korean Aviation University in 1996.