Docket No. SA-542

Exhibit No. 1-H

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Investigative Hearing

Witnesses Professional Biographies

(4 Pages)

Mark Habedank

Mark Habedank has been with GE Aviation for 34 years. His current role is Engineering Leader for the CFM56 family of engines, with responsibility for Product Reliability and Customer Support, Airframer Integration, and Product Safety.

Mark began his career as an intern from the University of Cincinnati in CFM56 product design, where he remained for the first 10 years of his career. He also spent 15 years in various engineering roles supporting the GE90 program.

He has held multiple Engineering Executive roles focused on new product introductions, including certification of the GE-Honda HF-120 engine in 2013. For the last 2.5 yrs, Mark has held the CFM56 Engineering Leader role.

Mark has a Bachelor of Science in Mechanical Engineering from the University of Cincinnati and is the author of two patents. He has also served on the Rotating Parts and Turbine Design Boards at GE.

Stan Minabe

Mr. Minabe is a principal project engineer for United Technologies Aerospace Systems (UTAS) Aerostructures and has been with UTAS since 2011. In his current role, he manages engineering projects related to Boeing programs in which UTAS designs and manufactures nacelle systems and components.

Mr. Minabe has over 20 years of aerospace engineering experience working in multiple capacities on several commercial and military aircraft programs starting his career as a design engineer for General Dynamics. In addition, Mr. Minabe has 12 years of experience with development of engineering processes and software tools, working with multiple aerospace companies to streamline engineering design and analysis data flow.

Mr. Minabe holds a Bachelor's degree in Mechanical Engineering from California Polytechnic State University, San Luis Obispo, CA.

Christopher Spinney

Mr. Spinney is a Senior Aerospace Engineer for Continued Operational Safety (COS) in the Aircraft Certification Service of the Federal Aviation Administration (FAA).

He is currently assigned to the Engine Certification Office (ECO) of the Compliance and Airworthiness Division, and is responsible for providing technical guidance and oversight for the COS activities for engines certified by the FAA. COS activities include: providing oversight and support for the investigation of airplane accidents and incidents involving engine failures; the evaluation of the corrective actions developed to address engine failures; and the implementation of FAA regulatory actions to apply those corrective actions.

Mr. Spinney joined the FAA in 1996. Prior to his current role, Mr. Spinney has held various positions within the ECO including: Frontline Manager, COS Program Manager and Engine Model Focal Point for a wide variety of engines from different manufacturers. In 2013, Mr. Spinney received the Department of Transportation Award for Safety for his work on the COS process development within the ECO.

Prior to joining the FAA, Mr. Spinney worked for 13 years at General Electric Company as a Systems and Performance engineer in the design and development of F404/F414 turbofan engines for the F/A18 fighter jet used by the United States Navy and Marine Corps.

Mr. Spinney holds a Bachelor of Science degree in Mechanical Engineering from the University of Massachusetts Amherst and a Master of Science degree in Mechanical Engineering from the Massachusetts Institute of Technology.

Torben Syberg

Torben Syberg is a Boeing Technical Fellow with 27 years of experience in Boeing's Propulsion Structures organization. In his role as a Technical Fellow, Torben provides technical oversight, guidance, and support to all aspects of the Propulsion Structure, including conceptual and architectural development, structural analysis and testing, strategic planning and tactical execution. Torben has been a delegated engineering representative for the Federal Aviation Administration since 2006, responsible for approving engineering data and witnessing tests on behalf of the FAA. Torben has also presented propulsion structural design topics at the University of Washington and at the Royal Aeronautical Society.

Previously, Torben was the lead Propulsion Structures engineer on the 787 nacelle development team, responsible for developing and deploying requirements to the engineering teams, as well as validating the demonstration of compliance to these requirements. Prior to that, Torben was a lead Propulsion Structures engineer on the 777-300, 767-400ER, 737-700 programs, as well as for multiple research and development projects. Torben earned a BS degree in Aeronautical/Astronautical Engineering from the University of Washington.

Mark Wibben

Mark Wibben has been at Southwest Airlines since March, 2012. In his current role as Senior Director of Aircraft and Powerplant Engineering, he leads the Engineering Team in defining the Configuration and Maintenance Specification of Southwest's Fleet, and providing 24/7 technical support to Southwests Technical Operations.

Mark started his career in aviation as power plant engineer at Northwest Airlines. Over the course of his 20 years in the industry, he has also served roles as performance and operability engineer at Pratt & Whitney, and power plant engineering manager at Northwest Airlines and Delta Technical Operations. He has a Bachelor of Science in Aerospace Engineering and Mechanics from the University of Minnesota, and a Masters of Science in Mechanical Engineering from Rensselaer Polytechnic Institute.

Victor Wicklund

Victor Wicklund is the Manager of the Transport Standards Branch in the Federal Aviation Administration (FAA) Aircraft Certification Service, Policy and Innovation Division. He has served in the FAA Aircraft Certification Service for 18 years.

As Manager of the Transport Standards Branch, Mr. Wicklund oversees the development and coordination of airworthiness standards and associated guidance and policies for transport-category airplanes manufactured in the U.S. as well as those manufactured abroad receiving FAA type certification. In this role, Mr. Wicklund oversaw implementation of fuel tank safety standards including retrofit of fuel tank flammability reduction means in approximately 2,400 airplanes in the U.S. fleet following the 1996 Trans World Airways Flight 800 accident off Long Island, New York.

Mr. Wicklund has been an aerospace engineer for 27 years. He holds a Bachelor of Science in Mechanical Engineering from the University of Washington.

Prior to joining the FAA, Mr. Wicklund was an engineer with Boeing Commercial Airplanes for 9 years. Among his duties, he was a lead engineer for Boeing Payloads Stress and was responsible for dynamic testing and certification of passenger and crew seating involving extensive coordination with seat manufacturers and suppliers to The Boeing Company.