



UPS Flight 1354 Investigative Hearing Thursday, February 20, 2014

Panelist Biographies

Witness Biographies

MATTHEW J. AMESBURY

Matthew Amesbury is currently a Dispatch Trainer at UPS, and has been since April 2012. His duties at the position include assisting in the development and maintenance of training materials, classroom training of Aircraft Dispatchers of all classifications (Initial, transition, recurrent, OJT trainers), and development of policies and procedures for implementation in the dispatch office. He earned his Aircraft Dispatcher Certificate in January 1991 at the Travel Academy in Anchorage AK. After receiving his certificate, Matt began his aviation career at UPS in the Air Operations at the Anchorage gateway in 1991 performing aircraft load planning and weight and balance duties until accepting a position as an assistant Dispatcher in 1994 in Louisville, Ky. In 1995 he was upgraded to Aircraft Dispatcher qualified in Domestic, Flag, and Supplemental operations. Other positions Matt has held as an Aircraft Dispatcher at UPS are Lead Dispatcher (3 years), ATC Lead Dispatcher (2 years), OJT trainer (10 years), and UPS/TWU Safety Chairman (3 years) where he co-developed the Dispatcher Aviation Safety Action Program ASAP and served on the Event Review Committee ERC for 2 years.

ROBERT BURKE

Mr. Robert (Rob) Burke is an Aviation Safety Inspector with the Federal Aviation Administration, and serves as 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 208 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 a 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.

JEFFREY THOMAS CHESTNUT

Jeff Chestnut is the Manager of Flight Control Standards and Training for UPS Airlines. Upon graduation from Indiana State, Mr. Chestnut was hired by CF Airfreight which later purchased Emery Worldwide. Jeff has held many managerial positions which have included Senior Manager of Flight Operations, Manager of Aircraft Heavy Maintenance Planning and Manager of North American Air Freight. Jeff was part of the UPS acquisition of Menlo Worldwide in December of 2004 and has held positions in Capacity Management, Contingency, Flight Operations He has over 28 years of aviation experience and holds a Commercial, Instrument and Flight Engineer Turbo Jet license. He received his Dispatch License in 1993, and is a graduate of Indiana State University, class of 1987, where he majored in Aviation Administration with a focus on Professional Pilot and minor in Business.

THOMAS (TOM) CHIDESTER, PH.D.

Supervisory Research Psychologist, Federal Aviation Administration

Tom Chidester joined the Federal Aviation Administration's Civil Aerospace Medical Institute (CAMI) in December of 2005 to serve as Manager of the Human Factors Research Branch, and was promoted to Aerospace Human Factors Division Manager in August 2008. In 2013, he began acting as the Deputy Director of CAMI.

From 2001 to 2005, Tom served as the Director of the Aviation Performance Measuring System project at NASA Ames Research Center. In this capacity, he managed the development team working to design advanced concepts and software for analysis of aircraft flight data, and led NASA's efforts to develop hardware, software, and networking to support sharing of flight data and safety reports among airlines and the FAA. This laid the basic infrastructure for today's ASIAS program. Tom served as Manager of Human Factors and Safety Training for American Airlines from 1990 to 2001. There he led the re-development of classroom Human Factors programs for pilots and flight attendants and assisted in the development of Line Oriented Flight Training on all American's aircraft fleets. Tom also accomplished analysis, publication, and reporting for ASAP, then a cooperative, experimental Safety Action Program developed by American, the Allied Pilots Association, and the FAA. From 1996 to 2000, Tom served as the chair of the Air Transport Association Subcommittee on Automation Human Factors.

FIRST OFFICER LAURI ESPOSITO- UNITED PARCEL SERVICE AIRLINES

First Officer Lauri Esposito is currently a First Officer on the B-757 and B-767 aircraft. First Officer Esposito was hired by UPS in 1996 as a B-727 Second Officer. In 1998 First Officer Esposito represented the Independent Pilots Association (IPA) on the FAA Aviation rulemaking Committee (ARAC) for reserve rest. The ARAC was tasked with developing regulatory language for reserve pilot flight and duty time

limits and rest requirements. From 2000 thru 2003 First Officer Esposito served on the IPA's Executive Board as the At-Large Representative, her primary responsibilities included interaction with UPS management regarding crewmember scheduling, monitoring flight schedules for fatigue issues and resolution of crewmember schedule problems regarding fatigue, rest and duty time issues. In 2009 First Officer Esposito represented the Coalition of Airline Pilots (CAPA) and the IPA on the FAA Rule Making Committee (ARC) for Pilot Flight and Duty Time Limitations and Rest Requirements. This ARC was tasked by the FAA to develop new flight time and duty time regulations and resulted in the new FAR Part 117. She also co-authored the IPA's Submission of Comments on Flight crew Member Duty and Rest Requirements stating IPA's position on the Part 117 Notice of Proposed Rulemaking (NPRM). Also, in 2009 First Officer Esposito was appointed, and currently serves as the IPA Fatigue Committee Chairman. Duties include monitoring UPS flight schedules for fatigue issues, advocating and addressing crewmember concerns about fatigue and representing the IPA at industry, regulatory and legislative events. She has attended numerous symposiums and conferences on Human Factors, Fatigue Risk Management Plans (FRMP), Fatigue Risk Management Systems (FRMS), and additional subjects pertaining to pilot fatigue. As Fatigue Committee Chairman, she is an IPA representative on the joint UPS/IPA Fatigue Working Group. The function of the Fatigue Working Group is to review crewmembers fatigue calls and determine whether or not their sick bank account should be debited as a result of removing themselves from a flight due to fatigue. Previously First Officer Esposito flew for Mesaba Airlines as a DHC-8 Captain before her employment with UPS. First Officer Esposito has been flying professionally for 28 years. She currently holds an Airline Transport Pilot (ATP) license with type ratings on B-757, B-767 and DHC-8. She also holds a Flight Engineer (turbojet) certificate, and is a Certified Flight Instructor (CFI), Instrument Instructor (CFII), and a Ground (instrument) Instructor. She is a graduate of Kent State University with a degree in Bachelor of Business Administration.

JOHN A. HEINLEIN, JR.

Jack Heinlein is an Aviation Safety Inspector - Aircraft Dispatch, assigned to the UPS Certificate Management Office, from April 2009 to the Present. With 46 years of aviation background, Mr. Heinlein came to the FAA after spending 40 years with USAirways (March 1968 to April 2009). While at USAirways, he held the position of Airline Operations Agent from March 1968 to June of 1978. He obtained his Dispatch License in January of 1978 and moved to the position of Assistant Aircraft Dispatcher at USAirways from June of 1978 to October 1978. In October of 1978 through March of 1998, Mr. Heinlein was promoted to Aircraft Dispatcher at USAirways in the Operational Control Center in Pittsburgh, PA. In March of 1998 to April of 2009, he was promoted to the position of Air Traffic Management Coordinator / Dispatcher. As an Aircraft Dispatcher, Air Traffic Management Coordinator, Mr. Heinlein was responsible for the collaboration, decision making and ensuring airline compliance with air traffic routes due to forecast or present weather and other other Air Traffic Control initiatives necessary for the safe and efficient use of airspace and airports. In his tenure at USAirways,

Mr. Heinlein also assisted in training Dispatchers new to the Air Traffic position in the collaboration process on Air Traffic Control re-routes and the computer programs used in air traffic management. He

was an elected representative on the negotiations team as a member of the Transport Workers Union of America (TWU), and, assisted with the Dispatch Training Department in curriculum development and design. In addition to his Dispatch Certificate, Mr. Heinlein also obtained his Commercial Pilot Certificate, Airplane Single Engine Land, Airplane Multi-Engine Land, Instrument Airplane in 1977. Prior to Mr. Heinlein's aviation career he served in the U.S. Coast Guard from 1963 to 1967.

BIOGRAPHY FOR CAPTAIN MICHAEL KRIZ – AIRBUS

Captain Michael Kriz joined the AIRBUS Training Organisation as TRI/TRE in 2007. He holds an ATPL with Instructor ratings on A310/300-600, A320 and A330 with a grand total of 13500 flying hours. In addition, he is the Chief Pilot of the AIRBUS ProSky Group - an AIRBUS subsidiary specialized in ATM services and PBN operations, there being responsible for PBN Procedure Validation and Crew Training.

He started his flying career 1978 as Cadet with AUSTRIAN AIRLINES in Vienna and went through all steps of the classic airline pilot career for 29 years.

He became instructor for the first time in 1986 as Basic Flight Instructor in the AUSTRIAN Aviation Academy, later he joined the team of Flight Instructors on DC 9, Fokker 70 and A320 fleet, was nominated as Examiner and between 1996 and 2000 he held the position of the Head of Training of the airline.

He participated in the re-design of the company's Flight Instructor Assessment and Training Process and was leading the pilot's license conversion process to JAR-FCL in 2006 for the Austrian Airlines Group.

Until he left the Austrian Airlines Group, he was member of the development team and lecturer for "Navigation" in the course of studies "Aviation" of the University "Joanneum" in Graz/Austria.

CAPTAIN PETER AXEL LAURENTZ

Captain Peter "Pete" Laurentz is a captain on the MD-11 at UPS Airlines, and is a graduate of the Maine Maritime Academy, class of 1983, where he received a Bachelor of Science degree in Nautical Science. Upon graduation from the Maine Maritime Academy, he was commissioned in the US Navy, where he served on active duty from 1984 until 1990. Pete continued to serve in the US Navy Reserves until 1992. While in the Navy, Pete flew the C-2 Greyhound and T-44 King Air. He was qualified as an instructor and evaluator as well as a Maintenance Test Pilot. Pete completed his commitment to the Navy with the rank of Lieutenant Commander. In 1990, he was hired as a Line Pilot by United Parcel Service. He was promoted in 1991 into management as a Check Airman. For the next 9 years, Pete served as a Simulator and Aircraft Check Airman, Maintenance Test Pilot and Assistant Chief Pilot. Pete was promoted to manager in 2000 and was responsible for simulator certification and maintenance. Later, he held positions in Flight Standards, Labor Relations and acted as the District Business Manager. In 2003, Pete transitioned to the MD-11, where he continues to fly as a captain. In 2005, Pete was promoted to Director of Flight Training; responsible for all pilot training, evaluation and program development. Since then, he spent a year working for Corporate Human Resources teaching leadership courses to UPS

supervisors and managers, was the System Chief Pilot and the Director of Operations. Under his leadership, UPS implemented several processes to improve risk management. In 2011, Pete returned as the Director of Flight Training where he merged the Standards Division with the Flight Training to better manage risk and oversight. Since then, Standards and Training has restructured Program Development in order to improve course development, standardization and data management. He was also responsible for the implementation of a Standards and Training Quality Assurance Department to ensure the high quality standards are met.

CAPTAIN WILLIAM ANDREW (DREW) MIDDLETON, JR - UPS AIRLINES

Captain Middleton has been a licensed pilot and actively flying for the past 32 years. He is a former instructor pilot at FlightSafety International and Check Airman at American Eagles Airlines. Hired by UPS Airlines in January of 1996, Captain Middleton was selected as part of the initial cadre of instructors for the A300 at UPS in May of 2000, and has been actively instructing in the A300 simulator and aircraft for the past 14 years with UPS. He is a qualified check airman and line captain on the A300, and for the last 8 years has been instrumental in the creation and development of the annual Continuing Qualification (CQ) training for A300 pilots at UPS under the Advanced Qualification Program (AQP). Captain Middleton was involved in the creation of instructor training for CQ (IECQ), and serves as an A300 instructor for UPS's Aviation Safety Awareness Program (ASAP). He was a member of the UPS/IPA (Independent Pilot's Association) Cockpit Resource Management (CRM) Advisory Committee, and currently serves as the A300 representative for the IPA Training Committee. Captain Middleton holds an Airline Transport Pilot (ATP) license with type ratings on the A310, BA3201, and SD 3. He has over 9,000 total flying hours experience in both domestic and international operations, with 2,500 hours on the A300 at UPS. Captain Middleton also holds a Flight Engineer (Turbojet) certificate, and is a Certified Flight Instructor (CFI), Instrument Instructor (CFII), Multi-engine Instructor (MEI) and Advanced Ground Instructor (AGI). He is a graduate of Hampden-Sydney College in Virginia with a degree in Economics.

CAPTAIN LAWRENCE ANTHONY PARKER, JR.

Captain Lawrence "Larry" Parker Jr., is currently serving as the A300 Fleet Standards and Training Manager for UPS Airlines. Larry was hired initially as a Line Pilot at Altair Airlines in 1978. He was selected for the Beech 99, and served as a captain on the Beach 99 aircraft. Larry also flew the Nord262 and the Folker 28 aircraft. In 1982, Larry was hired as a Line Pilot at People Express. While at People's express he served as a B727 Captain, simulator instructor, and company recruiter. In, 1986 Continental Airlines acquired People Express where he continued as a B727 Captain. Larry was hired at UPS in 1988 as a flight qualified supervisor. He was selected for a technical interviewer for pilot hiring where he assisted in hiring the first 800 pilots at UPS. Later he served as a B727 fleet supervisor, a Captain Line Check-Airman and Instructor. In 1992, he transitioned to the B747 classic fleet where he served as a simulator instructor and as a Captain Line Check-Airman. In 1994, Larry was promoted to manager and has held a variety of assignments including B747 classic Fleet Training Manager and Fleet Chief Pilot. After transitioning to the A300 Fleet in 2009, Larry has held the position of national vice president for

the Organization of Black Aerospace Pilots (OBAP) for two terms and a dedicated member for over 36 years. He has helped mentor young prospective pilots to be successful in the airline industry. Larry is a graduate of the Embry Riddle University, and currently has over 13,000 total flight hours.

GORDON (GORDY) ROTHER

Aviation Safety Inspector, Federal Aviation Administration

Mr. Rother is a Safety Inspector in the New Program Implementation and International Support Branch (AFS-240) at FAA Headquarters.

Mr. Rother has been with the FAA since September 2001. Since 2011 working as a dispatch, navigation, ETOPS and flight planning Subject Matter Expert in AFS-240. From 2009 to 2011, he worked as a Safety Inspector in the MSP FSDO on the Mesaba Airlines and Sun Country Airlines certificate management teams. He was assigned team lead for the merger between Colgan Airlines and Mesaba Airlines. He started his career in the FAA in the Northwest Airlines Certificate Management office in 2001 where he worked through 2009. During that period he instructed both the Dispatch Functions course and the Oceanic and International Operations course in Oklahoma City. He was involved in the merger of Delta and Northwest operations as an SME to the Joint Transition Team. Mr. Rother was also involved in the FAA Landing Performance Team investigating the Southwest Airlines flight 1248 overrun at Chicago, Midway Airport in December 2005. He participated in the development of FAA SAFO guidance for landing on contaminated runways. He was then assigned as the team lead to the 121 subcommittee for the Takeoff And Landing Performance Aviation rulemaking team.

Mr. Rother came to the FAA in 2001 after 15 years of air carrier Dispatch and Management experience which included both domestic and international operations. Mr. Rother held positions as Assistant Dispatcher, Dispatcher, Supervisor/Training Dispatcher, Chief Dispatcher and Director of Systems Operations Control at three 121 airlines. He holds a Private Pilot SEL certificate and Aircraft Dispatcher Certificate.

CAPTAIN JONATHAN WILLIAM SNYDER

Captain Jonathan Snyder is the coordinator for the Fatigue Safety Action Group, and currently serves as Chairman, Fatigue Working Group, as well as the UPS industry representative for fatigue working group meetings. "Jon" is a graduate of the University of Louisville, class of 1976. He attended the University of Louisville on a NROTC Scholarship. Upon graduation from the University of Louisville, he was commissioned an Ensign in the US Navy, where he served from 1976 until his retirement from the US Navy in 1995. While in the Navy Jon flew the F-4 Phantom, the F-14 Tomcat, and the F-21 KFIR, to name a few of his tactical fighter planes. Among the many jobs he held while in the Navy, his most notable were the Commanding Officer, Fighter Squadron Fourteen, Air Wing Seven Operations Officer, and Air Operations Officer for Carrier Group 4. In 1995 Jon retired as a Commander from the active duty Navy. After Navy retirement, Jon was hired as a Line Pilot for United Parcel Service in 1995. He was selected for the DC-8 fleet, and served as a flight engineer and subsequent first officer on the DC-8. In 2000, Jon

was promoted into management and subsequently flew as a Captain on the DC-8. He served as a DC-8 simulator Captain Check-Airman, FAA Captain Designee, and simulator instructor until 2009 when the DC-8 was retired from service. During this same time frame, Jon was also the lead facilitator for Crew Resource Management (Flight Crew Factors Workshop) and subsequently the lead facilitator for the Captain's Leadership Workshop until 2007. In 2009 Jon was qualified as a Captain on the B-767 and B-757 aircraft. Following B-767/757 qualification, Jon accepted a lateral transfer to the Flight Operations Department. Jon currently has over 7500 flight hours and 900 carrier arrested landings.

MARK STEINBICKER

Mark Steinbicker is Manager of the Performance Based Flight Systems Branch in FAA Flight Standards Service, Flight Technologies and Procedures Division and former U.S. Member to the ICAO Performance Based Navigation (PBN) Study Group. He currently serves as Rapporteur of the ICAO Operations Panel, PBN Operations Sub Group. His responsibilities include the coordination and development of flight operational policies and procedures for PBN and Data Communications in the terminal, en route, oceanic, and approach domains; as well as Reduced Vertical Separation Minimum (RVSM) and Continuous Descent Final Approach (CDFA) operations. His efforts have included work on pilot-controller phraseology, aeronautical charting standards, operational approvals, and guidance materials. He is a retired Naval Aviator, former pilot of a major U.S. airline, and a graduate of The Ohio State University, University of Maryland, and U.S. Naval War College.

Technical Panel Biographies

ROMAIN BEVILLARD (Acc Rep UPS1354)

Romain Bevillard joined BEA in 2002, after obtaining his MSc in Engineering.

He served as a flight recorder specialist for 6 years, then became an IIC / Acc Rep for the Investigation Department in 2009. He was involved in several major investigations in France and abroad, and lead the Operations group in the AF447 investigation.

He currently serves as an investigation Team Leader, Acc Rep and IIC.

He has a University Degree in Human Factors.

DANIEL BOWER, PH.D.

*Senior Aviation Accident Investigator, Major Investigations Division
Office of Aviation Safety, National Transportation Safety Board*

Dr. Bower is the Investigator-in-Charge (IIC) for the UPS flight 1354 A300 accident in Birmingham, Alabama. Dr. Bower has been employed at the Safety Board since 1994, and joined the Major Investigations Division in 2010. His previous position was the Chief of the Vehicle Performance Division in the Office of Research and Engineering, where he specialized in aircraft performance, aircraft icing, and aerodynamics for NTSB accident investigations. Dr. Bower is currently the Investigator-in-Charge for several domestic incidents and accidents, including the DHC-3T accident in Soldotna, Alaska, resulting in 10 fatalities, and is the U.S. Accredited Representative for several international accidents, including the Swearingen SA-227 Metroliner fatal accident in Cork, Ireland. He has participated in over 30 major domestic and international air carrier accident investigations, including the Comair 3272 Embraer 120 icing accident in Monroe, Michigan, the Alaska Airlines flight 261 MD-83 accident near Pt. Magu, California, the American Airlines flight 587 A300 accident in Belle Harbor, New York, and the TWA 800 Boeing 747 accident off the coast of Long Island, New York.

Dr. Bower has provided NTSB support to other agencies, including radar data and ballistic trajectory studies in support of the NASA investigation of the space shuttle Columbia accident. He also analyzed flight data recorder information and radar data in support of the FBI's investigation of the September 11, 2001 terrorist attacks.

Dr. Bower received his Bachelor's of Science and Ph.D. degrees in Aerospace Engineering from the State University of New York at Buffalo.

CAPTAIN DAVID LAWRENCE

Senior Aviation Safety Investigator, Operational Factors Division, National Transportation Safety Board

Captain Lawrence is a Senior Aviation Safety Investigator and has been with NTSB's Operational Factors Division since 2009. He has served as group chairman, as well as assisted in numerous domestic and international investigations including: American 331 in Kingston, Jamaica; Air India Express 821 in Mangalore, India; Ethiopian Air 409 in Beirut, Lebanon; Trans States 8050 in Ottawa, Canada; UPS 6 in Dubai, UAE; Omega Air 70 in Pt. Magu NAS, California; Dana Air MD83 in Lagos, Nigeria; FreshAir Convair 580 in San Juan, Puerto Rico; Asiana 991 off Jeju Island, Korea; Corendon Airlines 773 in Antalya, Turkey; Premier Jet in Thomson, Georgia; and National Airlines B747 in Bagram, Afghanistan. He has over 30 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 20 years accident investigation and safety pilot experience with the airlines, and also established and trained the accident investigation team at a major airline.

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 and has 16,000 flight hours in worldwide operations. He is also a certified flight instructor with instrument and multi-engine ratings.

DANA SCHULZE

Deputy Director, Office of Aviation Safety, National Transportation Safety Board

Dana Schulze, Deputy Director, Office of Aviation Safety, has been with the National Transportation Safety Board since 2002. She began her career with the Safety Board as an Aircraft System Safety Engineer in the Aviation Engineering Division and served as a Group Chairman and investigator on numerous major domestic and international airline accident investigations, including Alaska Airlines flight 261, Pinnacle Airlines flight 3701, and American Airlines flight 587. In 2006, Ms. Schulze became Chief of the Aviation Engineering Division, which is responsible for investigating the airworthiness of aircraft involved in major aviation accidents. Ms. Schulze later served as the Chief of the Major Investigations Division where she oversaw more than a dozen major airline accident investigations, including the investigation of US Airways flight 1549 in Weehawken, New Jersey and Colgan Air flight 3407 in Clarence Center, New York, before moving into the role of Deputy Director.

Prior to joining the NTSB, Ms. Schulze worked in the commercial aerospace industry in various engineering and engineering management roles related to design, system safety, reliability, and quality. She received her Bachelor of Science degree in Space Sciences and Mechanical Engineering from the Florida Institute of Technology and Master of Science degree in Mechanical Engineering from the State University of New York.

DR. KATHERINE A. WILSON

Senior Human Performance Investigator, Office of Aviation Safety, National Transportation Safety Board

Dr. Katherine A. Wilson has been with the Board since 2008 and has been a group chairman or assisted in over 30 incident/accident domestic and international investigations, including US Airways flight 1549 in Hudson River, New York, New York, Empire Airlines flight 8284 in Lubbock, Texas, the Global Exec Aviation Learjet 60 in Columbia, South Carolina, UPS flight 6 in Dubai, UAE, American Airlines flight 2253 in Jackson Hole, Wyoming, and SWA flight 345 in LaGuardia International Airport, Flushing, New York.

Prior to joining the NTSB, Dr. Wilson worked as a Human Factors Psychologist at the University of Miami Miller School of Medicine and as a researcher at the Institute for Simulation & Training conducting research on teams, team training, and simulation-based training. She has over 15 years of experience studying crew resource management in commercial and military aviation and healthcare.

Dr. Wilson holds a Ph.D. (2007) in Applied Experimental and Human Factors Psychology from the University of Central Florida, a M.S. (2002) in Modeling and Simulation the University of Central Florida, and a B. S. (1998) in Aerospace Studies from Embry-Riddle Aeronautical University. She also holds a private pilot certificate.