



# LASER ILLUMINATION OF AIRCRAFT: A GROWING THREAT CONFERENCE

October 27, 2011 | Washington, DC

## SPEAKER BIOGRAPHIES

### **THE HONORABLE J. RANDOLPH BABBITT ADMINISTRATOR FEDERAL AVIATION ADMINISTRATION**

Randy Babbitt was sworn in as the FAA's sixteenth administrator on June 1, 2009. Babbitt comes to the FAA from Oliver Wyman, an international management consulting firm where he served as partner.

A veteran pilot and internationally recognized expert in aviation and labor relations, Babbitt is no stranger to the FAA. He has been a member of the agency's Management Advisory Council since 2001. In that capacity, he provided guidance to the FAA Administrator on a variety of topics, ranging from air traffic modernization to regulatory policy. He was chairman of the council from 2004-2006.

He also was appointed by DOT Secretary Mary Peters to be a member of a special Internal Review Team to assess safety oversight within the airline industry and the FAA.

Babbitt had been the founding partner of Eclat Consulting, a highly successful aviation firm, in 2001 and was the President and CEO until Eclat was acquired by Oliver Wyman in 2007.

Babbitt began his aviation career as a pilot, flying 25 years for Eastern Airlines. A skilled negotiator, he served as President and CEO for US ALPA, the world's largest professional organization of airline pilots. While at ALPA, he championed the "One Level of Safety" initiative implemented in 1995 to improve safety standards across the industry. He also promoted the international expansion of ALPA through a merger with the Canadian Air Line Pilots Association in 1997.

He was recognized by *Aviation Week & Space Technology* magazine with the Laurels Award for outstanding achievement in the Commercial Air Transport category.

### **INSPECTOR MARK CALLAGHAN SUSSEX POLICE LONDON GATWICK AIRPORT**

Inspector Mark Callaghan has been a Police Officer with Sussex Police in the U.K. for 22 years and currently heads up the Neighbourhood Policing Teams at London Gatwick Airport. He is responsible for both crime prevention and reduction, together with engaging with communities on and off the airport to increase awareness of aviation security.

During his Police Service Mark has specialised in Communications, Firearms and now Neighbourhood Policing. Since taking up his current post in 2008 Mark has introduced a Neighbourhood Policing model for the airport environment and in 2010 developed the UK Police National Disruptive Passenger guidance. On behalf of the UK Airport Police Commanders, he is currently leading on developing a National UK Police approach to reported laser light incidents. In 2009, he addressed the Dispac World Conference in Istanbul Turkey and a year later represented the UK Police Service at Avsec World 2010 in Cape Town, South Africa.

Prior to joining the Police Service Mark served in the Royal Navy. He is married with 3 children and currently lives in the rural county of East Sussex.



AIR TRANSPORT ASSOCIATION



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**CAPTAIN SEAN P. CASSIDY**  
**FIRST VICE PRESIDENT**  
**NATIONAL SAFETY COORDINATOR**  
**AIR LINE PILOTS ASSOCIATION, INT'L**

Captain Sean P. Cassidy (Alaska) serves as ALPA's first vice president. He was elected on Oct. 13, 2010, at the Association's 43rd Board of Directors meeting, and assumed office on Jan. 1, 2011.

"The airline industry is becoming more global, and issues outside our borders can affect pilots here in North America," said Cassidy. "ALPA's strength comes from identifying the values we have in common as pilots around the globe, and working together as we face the challenges ahead."

Cassidy has served as both chairman and vice chairman of the Alaska Airlines Master Executive Council. He was chairman of the Alaska Air Group Labor Coalition from 1999 to 2009 and has been actively involved in local and national labor issues for over a decade. Hired by Alaska in 1996, Cassidy is currently a Seattle-based B-737 captain.

Prior to his airline experience, Cassidy received an officer commission in U.S. Navy. He attended the Navy's undergraduate pilot training and advanced jet training programs, and was assigned to Whidbey Naval Air Station from 1989 to 1995. Cassidy performed duties as a carrier-based EA-6B pilot in support of numerous military operations, including those in the Persian Gulf, and finished his naval career flying the C-9 as an officer in the reserves.

Cassidy resides in Fox Island, Wash., with his wife, Annemarie, and their two children. He has a BA from the University of Colorado.

**SFAM TIMOTHY CHILDS**  
**FAMS INFORMATION COORDINATION DIVISION**  
**FBI CID VIOLENT CRIMES UNIT**

SFAM Childs is currently serving as a headquarters liaison between the Federal Air Marshal Service (FAMS) and Federal Bureau of Investigation (FBI) headquarters. Additionally, SFAM Childs is the Program Manager for the Transportation Crimes Program, on the Criminal Investigative side of the FBI. As part of his duties SFAM Childs is coordinating the roll out of Laser Strike Working Groups (LSWGs) and laser event reporting of federal, state, and local law enforcement, regulatory, and private sector stakeholders nationally.

SFAM Childs previously served on the FBI's Joint Terrorism Task Force (JTTF) working international and domestic terrorism cases. SFAM Childs held the collateral duties of Rail Liaison and Maritime Liaison Agent and assisted the Airport Liaison Agent Coordinator division wide. While on the JTTF, SFAM Childs created the first LSWG as an experiment in mitigation. The LSWG became a successful response and investigative model that resulted in a significant reduction in laser strikes against aviation assets in the division.

SFAM Childs has flown as a team lead on domestic and international counterterrorism missions out of three field offices, held various collateral duties such as Foreign Air Marshal Liaison, and as an Operations Officer had principal responsibility for international and domestic flight planning and VIPR operations on the field office level.





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### **CAPTAIN HENRY CISNEROS EXPRESSJET AIRLINES**

Henry Cisneros is a captain at ExpressJet Airlines. Hired in 2001, ExpressJet, then Continental Express, was his first choice and his dream job. Transitioning from the Cessna 152/172 to the Embraer Regional Jet was a huge challenge. Furloughed for 18 months after the attacks of September 11, 2001, he returned to the business world. Recalled in 2003, it's been full-steam-ahead in the airline world.

He is active as a volunteer in the ExpressJet ALPA Pilot Mentor Group and the Pilot-2-Pilot group. "I derive great satisfaction from having a direct connection to the pilot group and being able to help and advise pilots on a one-to-one basis."

Prior to his career as an airline pilot, he worked as a flight instructor and flew off-shore pipeline patrol. His first career was in the computer industry as a computer programmer and database developer.

He is married, has two children and lives in Houston, Texas.

### **MR. JOHN DEBONIS FAIRFAX COUNTY POLICE DEPARTMENT HELICOPTER DIVISION**

Police Officer First Class John DeBonis Jr. joined the Fairfax County Police Department in 1999. PFC DeBonis was assigned to the Fairfax County Police Department Helicopter Division in 2005. PFC DeBonis is certified by the state of Virginia and the National Registry of EMT as an EMT-Paramedic. PFC DeBonis serves as a Senior Flight Officer/Paramedic in the helicopter division. In 2010, PFC DeBonis was awarded a Certificate of Valor by Fairfax County.



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### **MR. KEN DUNLAP GLOBAL DIRECTOR, SECURITY INTERNATIONAL AIR TRANSPORT ASSOCIATION**

Ken Dunlap leads IATA's Global Security and Travel Facilitation group. Based in Washington, D.C., he is responsible for planning and executing the aviation security strategy of the Association on behalf of 230 global airlines. He oversees the policy development and advocacy functions of representatives in North America, Asia, Europe, Latin America and South America. Ken has been a leader in developing information sharing and critical infrastructure protection programs for the airline industry. He has testified on global aviation security issues before the United States Congress and Canadian Parliament. Ken is a member of the Department of Homeland Security's Aviation Security Advisory Committee (ASAC). Previously, he served as the Vice-Chairman of the Air Line Pilot Association's (ALPA) National Security Committee. He holds a M.A. in National Security Studies and B.A. in Government both from Georgetown University. Ken has logged over 7000+ hours as both a commercial airline and military pilot.

### **CAPTAIN ROBERT HAMILTON PSA AIRLINES**

Captain Robert Hamilton has been flying for more than a decade. He began as a flight instructor and made his way to flying cargo on the backside of the clock. After establishing himself as an aviation "go to" man he began an aviation consulting firm in 2002 and took to commercial aviation in 2005 with PSA Airlines, Inc.

Captain Hamilton has served as the Vice Chairman for PSA Airlines, MEC Security Committee and has been recently promoted to the Chairman seat. He's also a member of the System Board of Adjustment for PSA Airlines, Inc.

He resides in Concord, North Carolina with his wife and two children.



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**MS. KAREN ESCOBAR**  
**ASSISTANT U.S. ATTORNEY**  
**U.S. ATTORNEY'S OFFICE**  
**EASTERN DISTRICT OF CALIFORNIA**  
**U.S. DEPARTMENT OF JUSTICE**

Karen Escobar is an Assistant U.S. Attorney (AUSA) for the Eastern District of California, which encompasses 34 counties reaching from the Oregon border in the north, down to Bakersfield in the south, from the coastal mountains in the west, to the Nevada border in the east. She is assigned to the narcotic and violent crime unit as an Organized Crime and Drug Enforcement Task Force attorney and has been an AUSA since 1990. During her tenure in the U.S. Attorney's Office, AUSA Escobar has carved out a specialty in the prosecution of offenses relating to aviation, including cases involving the lasering of aircraft.

AUSA Escobar obtained her undergraduate degree in history from Stanford University in 1980 and her law degree from Northwestern School of Law in 1984. Prior to becoming an AUSA, she served as a Trial Attorney in the Criminal Division of the U.S. Department of Justice in Washington, D.C. and an Assistant State's Attorney in Montgomery County, Maryland. AUSA Escobar is a member of the Laser Strike Working Group in Bakersfield, California, the California Narcotic Officers' Association, the Federal Bar Association, and the National Association of Assistant United States Attorneys, a professional association for which she serves as a Board Member and delegate.

AUSA Escobar lives with her husband, a DEA supervisor, and two children in the Central Valley of California.

**MR. ROBERT M. EVANS**  
**FAIRFAX COUNTY POLICE DEPARTMENT**  
**HELICOPTER DIVISION**

Master Police Officer Robert Evans joined the Fairfax County Police Department in 1994. MPO Evans was assigned to the Fairfax County Police Department Helicopter Division in 2000. MPO Evans is certified by the state of Virginia and the National Registry of EMT as an EMT-Paramedic. MPO Evans serves as a Senior Flight Officer/Paramedic in the helicopter division. In 2010, MPO Evans was awarded a Certificate of Valor by Fairfax County.





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### **CAPTAIN KURT FRISZ PRESIDENT AIRBORNE LAW ENFORCEMENT ASSOCIATION**

Captain Kurt Frisz has been with the St. Louis County (MO) Police Department for over twenty-five years. He currently serves as the Commander of the Central County Precinct. Assignments have included: Division of Patrol, Tactical Operations (SWAT operator/ pilot) Bureau of Drug Enforcement.

In 2003, Captain Frisz was assigned as the Commander of the Bureau of Tactical Support, overseeing Air Support Operations. After severe budget cuts, Captain Frisz developed a plan to create an alternative funding source to offset the reduced air support budget. The results of the efforts were the formation of a not for profit foundation dedicated to the air support unit, and merging operations with the St. Louis Metropolitan Police Department and the St. Charles County Sheriff's Department. The consolidation of the aviation assets in the St. Louis Region resulted in the air support unit increasing its ability to provide aerial support, an increase in operating funds due to the sharing of resources, and an influx of grant funding to enhance air operation. The Metro Air Support Unit received the East/West Gateways Inter-governmental Collaboration Award in 2006, and in 2007, Captain Frisz received the IACP Excellence in Aviation Award.

Captain Frisz holds both a fixed wing and commercial rotorcraft license, with an instrument rating and a rotorcraft certified flight instructor rating. In addition to his duties as a precinct commander, he provides flight instruction and administrative duties for the air support unit.

Captain Frisz is a graduate of Columbia College, with a BA in Criminal Justice, graduated the FBI National Academy, session 235, completed the United States Secret Service Dignitary Protection Seminar session 208-09, and the Drug Enforcement Administration's Drug Investigators Course.

### **THOMAS L. HENDRICKS SENIOR VICE PRESIDENT OF SAFETY, SECURITY & OPERATIONS AIR TRANSPORT ASSOCIATION**

Tom Hendricks was named senior vice president of safety, security and operations for the Air Transport Association (ATA) in February 2011. In this role, he is responsible for technical and operational functions of ATA, developing and shaping ATA member positions on flight operations, safety, engineering, air traffic management and security. In addition, he leads ATA's efforts in cargo, passenger facilitation, airport infrastructure and passenger service standards. He co-chairs both the ADS-B in Aviation Rulemaking Committee, the Working Subcommittee of the NextGen Advisory Committee, and is a member of the RTCA Policy Board. Hendricks joined ATA as vice president, operations and safety in April 2010.

Prior to joining ATA, Tom oversaw day-to-day flight operations at Delta Air Lines as director of line operations. As a captain, Hendricks previously served as chief pilot in Atlanta and represented Delta on several key industry groups. He has extensive line flying experience on the Boeing 767-300ER, DC-9, Boeing 727, Lockheed L-1011 Tri Star and MD-88 aircraft.

A retired Air Force Reserve colonel and career fighter pilot, Hendricks also served on active duty as a United States Navy officer on the USS MIDWAY (CV-41) and as an instructor pilot at the United States Navy Fighter Weapons School. A native of Fairfield, Ohio, Hendricks graduated from The Citadel in Charleston, S.C. with a Bachelor of Arts in Mathematics with Secondary Emphasis in Business Administration.





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### **CONGRESSMAN DANIEL LUNGREN U.S. HOUSE JUDICIARY COMMITTEE HOMELAND SECURITY COMMITTEE**

Dan Lungren represents California's 3rd Congressional District, which includes parts of Sacramento and Solano County, as well as all of Alpine, Amador, and Calaveras Counties.

Dan Lungren graduated with honors in English from the University of Notre Dame. Following his undergraduate studies, he began law school at the University of Southern California and later transferred to Georgetown University Law Center from which he earned his JD.

During his Georgetown years, Dan worked on the staff of U.S. Senators George Murphy (R-CA) and Bill Brock (R-TN). Congressman Lungren worked as a special assistant to the Co-Chairman of the Republican National Committee in 1971-1972. Returning to his hometown of Long Beach, CA, he joined a local law firm specializing in a predominately civil trial practice.

Congressman Lungren was elected to public office at the age of 32 defeating a two-term incumbent in California's historic "Prop 13" election year.

For ten years, Dan served in the U.S. Congress where he was viewed as a Republican leader in criminal justice and immigration issues. In 1985, he was cited by the US News and World Report as one of a handful of members of Congress "likely to be a future national leader." Dan left Congress in 1989 and returned to California when then-Governor George Deukmejian appointed him to serve out the State Treasurer's term of the late Jesse Unruh. Democrats, however, spared no effort to block his confirmation. According to the *San Francisco Chronicle*, the Democrats "praised Lungren's integrity, but said they were unwilling to vote for a Republican whose congressional voting record was so conservative."

California voters disagreed, and the following year elected Dan Lungren Attorney General of California, a position he held for eight years. During his two-term service as California's Attorney General (1991-1999), Dan helped author and later defended in court California's landmark "Three-Strikes-and-You're-Out" law.

Dan's sponsorship of legislation against sexual predators culminated in the state's "Megan's Law," giving Californians the right to know if their children are at risk of

predators in their own neighborhoods. He provided national leadership in the reform of the federal habeas corpus law. As Attorney General, Dan successfully argued a case before the United States Supreme Court.

From 1993 to 1998, crime plunged 30 percent to historic lows in California, in large part due to the tough-on-crime policies of Dan Lungren. Following an unsuccessful run for Governor against Gray Davis in 1998, Dan did a stint as a nationally syndicated radio talk show host and served as a fellow at Harvard University's Institute of Politics before returning to the private practice of law.

The events of 9/11 prompted Dan's return to public service. Believing that each of us had to respond in the most effective way to the terrorist threat, he sought election to the Congress so that the lessons learned from his past governmental experience might be added to the national debate.

To prevail in the fight against global terrorism, Dan believes that we must develop and maintain unsurpassed training and equipment for our troops, provide the resources for our intelligence community to adapt to the changing world, provide adequate funding for forward looking defense programs, and create a homeland security strategy based on rational risk assessment rather than pork barrel politics.

Dan's lifetime belief that America's national defense is the number one responsibility and priority of the federal government was affirmed on 9/11. While he believes that America responded to 9/11 with resolve, determination and a ferocity born of our love for freedom, Dan asserts that we must continue to adapt to the changing tactics of our enemies and directly fight the transnational Islamic fascism of those who elect terrorism as their weapon of choice.

Dan is personally committed to enhancing the quality and depth of Congressional oversight of our government's intelligence-gathering and analysis and the provision of homeland security. As a member of the House Judiciary Committee and Homeland Security Committee, Congressman Lungren is in a unique position to make that a reality.

Dan and his wife, Bobbi, have three adult children: Jeff, Kelly and Kathleen and six grandchildren – Reagan, Julia, Jack, Alexandra, Andrew and Fiona.





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### **CAPTAIN LEE MOAK PRESIDENT AIR LINE PILOTS ASSOCIATION, INTERNATIONAL**

Captain Lee Moak is the ninth president of the Air Line Pilots Association, International (ALPA). He was elected by the union's Board of Directors on Oct. 13, 2010, and began his four-year term on Jan. 1, 2011.

"Our union has faced many challenges throughout its long history," said Captain Moak. "Our successes have been most evident when we have worked together for the common good. I look forward to working with the many talented ALPA pilots and union staff as we proactively engage with each and every party that has the potential to influence the careers and professional lives of the pilots we represent."

As ALPA's chief executive and administrative officer, Captain Moak oversees daily operations of the Association and presides over the meetings of ALPA's governing bodies, which set policy for the organization. He is also the chief spokesman for the union, advancing pilots' views in the airline industry, before Congress, Parliament, government agencies, and the news media.

As the ALPA president, Captain Moak is a member of the Executive Committee of the Transportation Trades Department, AFL-CIO. He serves on the FAA NextGen Advisory Committee (NAC), which is made up of industry decision makers tasked with advising the administration on key-decision gates with regard to improving and modernizing the nation's aviation infrastructure.

A B-767 Delta Air Lines captain, Captain Moak joined ALPA in 1988. He served three terms as the chairman of the Delta Master Executive Council. His leadership in this capacity was crucial during Delta's bankruptcy recovery and successful merger with Northwest Airlines. Prior to becoming an airline pilot, the ALPA president served nine years as a United States Marine Corps fighter pilot. He later transitioned to the Naval Air Reserve Force to finish his military career as a U.S. Navy fighter pilot.

Captain Moak continues to expand the traditional role of labor union leader through a policy of "active and constructive engagement" with any and all parties who can affect the professional lives and careers of the pilots he represents—from local reporters to international media; from Main Street to Wall Street; from regulators to legislators; from other unions to industry leaders around the globe, ensuring ALPA pilots are involved and contributing.

Captain Moak is married and resides in New Orleans.



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### **MR. PATRICK MURPHY** **EXECUTIVE DIRECTOR** **INTERNATIONAL LASER DISPLAY ASSOCIATION**

Patrick Murphy is Executive Director of the International Laser Display Association (ILDA). He holds a B.A. degree in Laser Art and Technology from Oberlin College and an MBA degree from the Keller Graduate School of Management. In 1986 he founded Pangolin Laser Systems, which is a leader in the field of software for laser light shows and displays. He served ILDA as President during 1996, as Airspace Issues Coordinator from 1996 to 1999, and as Executive Director since 2006. He is a representative to the SAE G10T Laser Safety Hazards Committee, a primary group working on laser/aircraft safety issues. In this capacity, Murphy has helped to write regulations and forms used by the FAA for evaluating outdoor laser shows. In 2000 he received an Award of Recognition from SAE G10T for this work, and an ILDA Certificate of Commendation. In 2004 he received ILDA's highest honor, the Career Achievement Award. In 1997, 2009 and 2011, he presented papers at the International Laser Safety Conference on the topics of laser/aircraft safety and audience-scanned laser shows. In 2009 he was the invited guest speaker at the 14th Annual U.K. Laser Safety Forum. In 2011, he received a Certificate of Appreciation from SAE G10T for work on Aerospace Standard 6029.

### **MS. DOROTHY REIMOLD** **ASSISTANT DIRECTOR, SECURITY & FACILITATION** **INTERNATIONAL AIR TRANSPORT ASSOCIATION**

Dorothy (Di) Reimold joined IATA in May 2011 as the Assistant Director for Security and Facilitation. In this role, Di uses her extensive professional experience in international government affairs to develop partnerships between IATA and public and private entities around the world. Additionally, Di has a key role in developing The Checkpoint of the Future, IATA's concept for passenger security screening in the next decade.

Di was previously employed by the U.S. Federal Aviation Administration, where she held senior positions in a several organizations, and served as the Acting Assistant Administrator for International Aviation from 2008 until 2010. Most recently, she was the Senior Advisor for Policy, International Relations, and Environment. Over the last several years, Di has focused her efforts on promoting aviation safety, security and capacity initiatives throughout the world. Under her leadership, the FAA secured several new bilateral agreements, established strategic public-private partnerships, and increased its global footprint. Di also increased the FAA's support for the International Civil Aviation Organization (ICAO), as well as regional aviation safety, security, and representational organizations.

Di's career in the aviation industry has included time in both the public and private sectors. In addition to the responsibilities in the FAA's international domain, Di worked in the research and acquisitions area, where she managed multi-million dollar communication and navigation programs. Di spent several years working at the FAA's Oakland Air Route Traffic Control Center, where she was responsible for managing telecommunications programs that included international coordination throughout Asia. Di's private sector experience includes senior management positions at The MITRE Corporation, MCI/Worldcom (now Verizon), Martin Marietta (now Lockheed Martin), and Honeywell.

Di has a Master's degree in Management and Leadership, and a Bachelor's degree in Management and Business. She is married, and has a daughter. Her hobbies include cooking, reading, and she is a novice runner.





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### **CAPTAIN JO SCHOENMAKER EUROPEAN COCKPIT ASSOCIATION**

Captain Jo Schoenmaker is chairman of the Dutch ALPA security committee and member of the ECA security working group and IFALPA security committee.

Captain Schoenmaker represents airline pilots in several national and international bodies, such as SAGAS (Stakeholders Advisory Group on Aviation Security of the European Union) and NEASCOG (NATO and Eurocontrol Security Coordination Group).

Captain Schoenmaker is specialized in the laser issue and wrote articles in Aviation Security International (ASI) magazine.

Captain Jo Schoenmaker started his career as a police officer. He was selected and trained as a pilot for the Aviation Branch of the Dutch National Police and flew fixed wing aircraft for police and coastguard.

He joined Transavia Airlines, one of KLM's subsidiaries, in 1991 and is now a 10,000+ hours captain/instructor/examiner on the Boeing 737.

He held several positions within his company, including safety trainer, safety officer, security advisor and security trainer. He developed training in the areas of security and CRM.

He joined the security committee of VNV-DALPA in 2005 and became chairman of that committee in 2009.

Captain Jo Schoenmaker is married and resides in Alphen aan den Rijn, the Netherlands.

### **MR. JEFFREY SHARP CONSTABLE PEEL REGIONAL POLICE, ONTARIO, CANADA**

Constable Jeffrey Sharp joined the Peel Regional Police Service in April of 1988 after graduating from Seneca College's Law Enforcement program with honours.

During Constable Sharp's 24 years of service, he has gained experience through a variety of assignments ranging from uniform patrol, to various specialized bureaus including Criminal Investigations, Break and Enter, Homicide, Intelligence and also served as a team leader on the Airport Division's ERT (Emergency Response Team) at Pearson International Airport.

Constable Sharp is currently assigned to the Airport Division where he fulfills the role of the Community Liaison Officer working out of the Operations and Community Support Bureau. Within his role, Constable Sharp continues to be supported by the Airport Division's Command in working towards a resolution in the problem of laser illumination of aircraft.

Constable Sharp resides in Georgetown, Ontario.





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**MR. LES SMITH  
MANAGER  
FLIGHT TECHNOLOGIES AND PROCEDURES  
DIVISION FLIGHT STANDARDS SERVICE  
FEDERAL AVIATION ADMINISTRATION**

Leslie H. Smith is the Division Manager for the Flight Technologies and Procedures Division (AFS-400) in the FAA's Flight Standards Service.

The Flight Technologies and Procedures Division is responsible for regulations, standards, and policy for communication, navigation, and surveillance flight systems, along with new technology-based operations. Activities include instrument flight procedure criteria development, flight simulation, risk assessment, safety oversight and implementation of new technologies into the National Airspace System in support of the FAA's plans for the Next Generation Air Transportation System (NextGen). Major programs include Unmanned Aircraft Systems (UAS), Automatic Dependent Surveillance-Broadcast (ADS-B), and Performance-Based Navigation.

Previous assignments in AFS-400 include the Assistant Division Manager, and Branch Manager of the Flight Operations Branch. He began his career in the FAA in 2002 as an Aviation Safety Inspector in the Flight Operations Branch. He has over thirty-five years of experience in technical analysis, research, development, and aviation operations. This includes the U.S. Coast Guard, World Airways and US Airways.

In addition, he is a member representing Aviation Safety on the FAA Acquisition Executive Board (AEB), the primary executive-level corporate FAA body supporting the Joint Resources Council (JRC) in establishing, changing, communicating and implementing acquisition policy, practices, procedures and tools.

Mr. Smith holds an Airline Transport Pilot certificate with ratings in the DC 10, MD-11, G-159, 1159, and CV 240 aircraft. Mr. Smith holds Bachelor of Arts degree from Park College and Master's degree in Business Administration from Golden Gate University.

**DR. QUAY C. SNYDER  
AEROMEDICAL ADVISOR  
AIR LINE PILOTS ASSOCIATION, INT'L**

Dr. Snyder is President/CEO of Virtual Flight Surgeons, Inc., and its division, Aviation Medicine Advisory Service, an organization dedicated to aviation safety, pilot health and career preservation. He holds board certification in Aerospace Medicine, Family Practice and Occupational Medicine. Dr. Snyder is a graduate of the United States Air Force Academy, Duke University School of Medicine and the University of Colorado Health Sciences Center. He was named as ALPA's Aeromedical Advisor in January 2010 after serving as Associate Advisor since 1994.

Dr. Snyder has spent a career in aviation medicine and pilot instruction, both military and civilian. He is the author of over 50 published articles on aviation safety and has given many presentations to pilot and physician groups. Dr. Snyder has been a CFI since 1975, is a Designated Pilot Examiner and FAA Safety Team Representative for the Denver FSDO. Flying an ASW-24B high performance glider in Colorado, he was awarded his 5<sup>th</sup> Master CFI designation, one of only 28 pilots in the world to achieve this honor. Dr. Snyder serves on the NBAA Safety Committee, the Flight Safety Foundation Corporate Aviation Committee and is a member of numerous aviation and aerospace medicine organizations. He also serves on the joint FAA-NATCA Fatigue Management Working Group as an industry and scientific consultant.





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### **FIRST OFFICER DREW WILKENS EXPRESSJET AIRLINES**

An EMB-145 first officer at ExpressJet Airlines, Drew Wilkens joined ALPA in 2007. He became a pilot volunteer on the ExpressJet Security Committee as a law enforcement liaison in 2008. He became chairman of the committee in August, 2011.

As the ExpressJet Security Committee Chairman, FO Wilkens oversees Federal Flight Deck Officer (FFDO) mentor volunteers as well as issues concerning crewmember security both domestic and abroad, mainly focusing on Mexico operations. ExpressJet's Mexico operations include 75 to 100 crewmembers remaining overnight in 19 Mexican cities. With drug cartel activity and increasing violence in Mexico, this is a constant hot topic for the committee.

Prior to becoming an airline pilot, Drew worked as a charter pilot for a small company based in Paducah, Kentucky. He also spent a lot of his spare time volunteering for the McCracken County Office of Emergency Management-D.E.S. Police, and was a sworn reserve police officer with full law enforcement powers.

FO Wilkens is married, has a baby girl on the way, and resides near Chicago.

### **CAPTAIN DON WYKOFF PRESIDENT INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS**

Captain Don Wykoff, a pilot for Delta airlines, serves as the President of the International Federation of Air Line Pilots' Associations (IFALPA). IFALPA represents over 100,000 airline pilots represented by over 100 Member Associations from around the world. The mission of IFALPA is to be the global voice of professional pilots, to promote the highest level of aviation safety worldwide and to provide representation, services and support to its Member Associations.

In addition to his IFALPA duties, Captain Wykoff also serves his home association, the Air Line Pilots Association, International (ALPA) as Chairman of the Flight Time/Duty Time and Strategic Planning Committees.

As the chairman of ALPA's Flight Time/Duty Time Committee he is responsible for the development of scheduling guidelines and best practices for the mitigation of fatigue among pilots. He recently served as co-chair of the FAA's Aviation Rulemaking Committee charged with a complete overhaul of the FAA's Flight and Duty Time regulations. Captain Wykoff has held numerous ALPA leadership positions, including Executive Administrator for ALPA, International and negotiating committee chairman for the Delta MEC.

Hired by Delta in June 1988, Wykoff flies the B-767. He is a retired U.S. Air Force fighter pilot and graduated in 1979 from the University of Cincinnati with a Bachelor of Business Administration degree majoring in finance.

Captain Wykoff resides in Cincinnati, Ohio, with his wife Susan, and their two children.

