



Short Bio Pack Safety Intelligence &

Management Workshop

Dubai, United Arab Emirates

رؤيتنا: منظومة طيران مدني آمنة ورائدة ومستدامة
OUR VISION: A LEADING, SAFE, SECURE AND SUSTAINABLE CIVIL AVIATION SYSTEM



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Ismaeil Mohammed Al Blooshi
Assistant Director General
Aviation Safety Affairs Sector
General Civil Aviation Authority



Mr. Ismaeil Mohammed Al Blooshi is a Licensed Aircraft Engineer with a Master's Degree in Aviation Management from the Coventry University and has graduated from the UAE Government Executive Leadership Program.

He began his career as an aircraft engineer with Emirates in 1990 and joined the General Civil Aviation Authority as Airworthiness Inspector in 2001. He was promoted to the rank of Chief of Airworthiness prior to his current role as Assistant Director General, Aviation Safety Affairs Sector.

He is the Chair of the ICAO Middle East Regional Aviation Safety Group, Deputy Chair of the ICAO SMP group, and member of GCC Safety Committee and ACAC Safety Committee. He is also part of the GCAA Executive Committee for the implementation of the Federal Strategy.



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Mohammad Faisal Al Dossari
Director of Air Navigation & Aerodromes
Safety Affairs Sector
General Civil Aviation Authority



Responsible of Regulating and Over sighting the provision of Civil ANSPs and Civil Aerodrome Operators including Search and Rescue Provision in the UAE, through a qualified team of experts consisting of different principles such like Air Traffic Services, Air Traffic Management, Aeronautical Information Services, Communication Navigation Surveillance, Civil Aviation Search & Rescue, Aviation Meteorology, Aerodrome Operations, Rescue firefighting Services and Aerodrome Emergency Services”.



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Walid Al Rahmani

**Director of Safety Policy, Regulation and Planning
GCAA**



Walid Al Rahmani is the Director of Safety Policy Regulation and Planning in General Civil Aviation Authority in United Arab Emirates. He graduated from the faculty of aircraft maintenance technology of the Higher Colleges of Technology in 1996.

Walid started his career with the GCAA in 2008 as an airworthiness inspector monitoring compliance of maintenance organisations and operators with airworthiness requirements.

He has been holding his current position since May 2011. His main responsibilities include: leading the development and management of technical regulations, defining and monitoring internal standards, ensuring effective administration of all audits and development, consolidation and maintenance of all internal planning activities of Safety Affairs Sector. Walid is also an internal auditor and trainer at the GCAA

Prior to joining the GCAA, he worked for 11 years as aircraft maintenance engineer, maintenance controller and fleet manager in different organisations in the UAE.

**CAPTAIN GUSTAVO BARBA
MANAGER, SAFETY REGULATIONS AND POLICY
UAE - GCAA**



Captain Barba is holding the responsibility to design, develop and implement the technical regulations for enhancement of UAE's aviation standards in accordance with international standards, recommendations and best practices.

He was graduated at the Spanish Air Force in 1987, where he served as flight instructor. In 1994, he was distinguished with the Spanish Air Force Safety Award. He received his Mater Degree on International Studies from the Spanish Society for International Studies in cooperation with the National Scientific Research Center

After his retirement from the Air Force, he joined airline pilot career. He holds several Boeing, MacDonnell Douglas types rating, and keeps current in A320. He has complemented his airline pilot career with an active engagement in international WGs addressing flight deck safety issues associated with: man-machine interface, automation interface, safety reporting systems, and Threat and error management.

He has also been active member and advisor in ICAO and EASA regulatory committees focus on fatigue management standards. Between others, Captain Barba is member of the SM ICG, IPTC, ECAST and its High Risk Incident Analysis Group, ICAO FDA Group, European Authorities Flight Data Monitoring Group and the Network of Analysts.

In Spain, he has been advisor of the Parliament in legal projects on aviation safety, and permanent member of the National Aviation Safety Experts Committee for the DGAC.

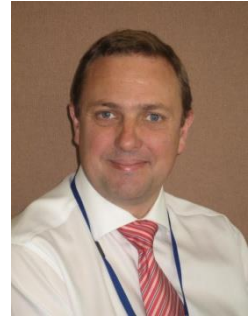
Captain Barba was trained on Alertness Management in Flight Operations by NASA, Accident Investigation by US DOT Transport Safety Institute and as LOSA observer by The LOSA Collaborative at Continental Airlines.

From 2004, he is deeply involved in the development and implementation of SMS, been qualified as SMS/SSP ICAO OJT Instructor. Currently, has been designated as SME for the development of the new ICAO Annex 19 Safety management training.



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**Ben Alcott
Programme Director
Performance Based Regulation
Civil Aviation Authority**



Ben Alcott graduated from Kingston University in 1992 with a BEng (Hons) in Mechanical Engineering and went on to complete an MSc in Thermal Power at Cranfield University, graduating in 1993.

Following spells in the oil contracting industry, conducting gas turbine research for the government, and at Rolls-Royce Deutschland, Ben joined CAA in 1998 leading projects across engine certification, validation, and international rulemaking.

Since then Ben has held a number of management and leadership roles in the Authority, covering areas from safety data and safety planning, to personnel licensing and oversight of approved training organisations.

He is now Programme Director for the CAA's transformation programme, changing the CAA to be a performance based regulator.



James F. Fee

RELEVANT EXPERIENCE

Mr. Fee has more than fifteen years of experience as an aviation safety professional. His unique background includes progressive pilot roles as a Part 141 flight instructor, Part 135 charter captain and Part 121 airline captain. In addition, he has comprehensive experience in airline revenue and pricing analysis and airport management.

Currently, he serves as the Safety Analysis Branch Manager for the FAA Office of Accident Investigation and Prevention's Aviation Safety Information Analysis and Sharing (ASIAS) program. In this role Mr. Fee is responsible for managing the ASIAS analysts as well as managing projects, reports, and FAA executive briefings. His experience includes working with government and industry teams to review aviation safety information; identify their contributing factors, and developing mitigation strategies. Mr. Fee is also responsible for performing data analysis for aviation professionals and the public using the ASIAS Center's advanced analysis tools.

EDUCATION AND TRAINING

Western Michigan University

*Bachelor of Science, Aviation Technology and Operations
Minor in Business Management*

1998

Federal Aviation Administration

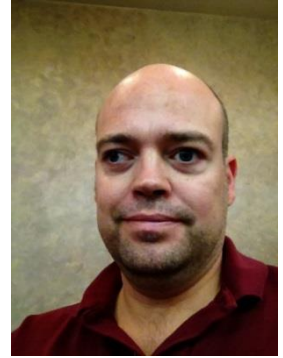
Airline Transport Pilot Certificate, Airplane Multiengine Land
Jetstream 41(BA-4100) and Metro III (SA227) Type Ratings
Commercial Privileges Airplane Single Engine Land and Sea

Flight Instructor Certificate, Airplane Single and Multiengine, Instrument Airplane



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Marco Merens
Chief Integrated Aviation Analysis
ICAO



Marco Merens is acting chief of the Integrated Aviation Analysis section at ICAO. He started his career as an aeronautical engineer at Airbus in Toulouse working on the design of avionic and flight control systems for the A340 and A380. He then went back to his home country of Luxembourg to join the CAA where he held various positions from head of the airworthiness department to the manager of the CAA's occurrence reporting and analysis system, before joining ICAO in 2009 as safety analysis officer. He created the ICAO online integrated safety analysis and reporting system (iSTARS).

Daniel E. Maurino



Captain Daniel Maurino is a safety advisor to the ICAO Technical Cooperation Bureau. He advises both the Spanish and the Argentine Civil Aviation Authorities on the implementation of the SSP as well as in matters regarding SMS implementation, and in such capacity participates as advisor to the ICAO SMP. He is also a safety management instructor for ACI and IATA.

He retired from ICAO in 2009, following a 21-year career at ICAO. His first assignment with ICAO was Coordinator, Flight Safety and Human Factors Programme, during which he developed and implemented ICAO's Human Factors Programme. Subsequently, he was assigned the responsibility of developing the Organization's Safety Management Programme, with responsibility over all matters pertaining SMS and SSP. As part of this assignment, he created the Integrated Safety Management Section (ISM) within the ANB, and was the Section's first Chief.

As Chief ISM Dan laid the groundwork for the development of ICAO Annex 19 . Dan is the author of the *ICAO Safety Management Manual* (Doc 9859), in its second version, as well as of the *ICAO Human Factors Training Manual* (Doc 9683).

He has received major awards during his career: the first *Airbus Award on Human Factors*, the *Distinguished Service Award* presented by Aviation Week and Space Technology, the *Roger Green Medal*, by the Royal Aeronautical Society (RAeS), the *Flight Safety Foundation Presidential Citation*; and of the *IFALPA's Presidential Citation*, The Royal Aeronautical Society *Lifetime Achievement Award*. Dan is a Fellow of the Royal Aeronautical Society, an Honorary Fellow of the Colegio de Pilotos de Aviación Comerciales (COPAC) of Spain, and of the Colegio Mexicano de Pilotos Aviadores.

Before joining ICAO, Captain Maurino flew for Aerolíneas Argentinas for seventeen years, where in addition to line flying he had duties as simulator and flight instructor.



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Eric PERRIN

SESAR Safety Support Project Leader

Team Leader SAF & HP (EUROCONTROL ATM Directorate)



Eric was awarded an Engineer degree in Aeronautics and Computer Science from the French Civil Aviation School (ENAC) in Toulouse in 1993. He has more than 19 years of experience of air traffic management, 11 of which have been spent on safety assessment and safety management. He joined EUROCONTROL in 2002 as GPS Ground Based Augmentation System (GBAS) Manager building upon his experience on EGNOS within the European GNSS Tripartite Secretariat. Prior to that, he worked as a Project Manager responsible for the design and development of aeronautical mobile communication systems. Eric Perrin has hands-on experience of ATM Safety Management Systems since 2004 when he implemented the first SMS at the EUROCONTROL Experimental Centre (EEC). For the past seven years he has been leading and managing a team of safety assessment and human performance specialists for the ATM Directorate at EUROCONTROL. He has been instrumental in the development of safety engineering techniques and the system-of-systems safety assessment approach. In particular he led the development of the EUROCONTROL Accident-Incident risk models (AIM) as well as the broader approach to safety assessment (EUROCONTROL SAME) that now forms the basis of the SESAR Safety Reference Material (SRM). He is currently the SESAR Safety Support and Coordination Leader in charge of the SESAR Safety Case and deputy head of the EUROCONTROL Performance Management Unit.



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Dr Michel A. Masson,
Safety Promotion Coordinator
EASA



Dr Masson joined EASA on 1st October 2006.

He is the Secretary of the European Strategic Safety Initiative (ESSI) and of its three components: the European Commercial Aviation Safety Team (ECAST), the European Helicopter Safety Team (EHEST) and the European General Aviation Safety Team (EGAST).

Dr Masson also co-chairs the European Helicopter Safety Analysis Team (EHSAT) and is the Coordinator of the EASA Internal Group on Personnel Training (IGPT), a member of the European Human Factors Advisory Group (EHFAG), and the EASA representative on the European Advisory Committee (EAC) of the Flight Safety Foundation (FSF).

Dr Masson is the lead author of the EASA Automation Policy and of the EASA Methodology to Assess Future Risks, and contributed to the European Human Factors Strategy, three deliverables of the European Aviation Safety Plan (EASp). He also co-authored the EHEST Safety Management Toolkits for Complex and Non Complex Operators, based on ORO.GEN.200.

Dr Masson has a PhD in Work and Organisational Psychology and is an approved ISO:9000 auditor. Before joining EASA, he worked as Human Factors and Safety expert in Boeing Research & Technology Europe in Madrid, Spain, in the Joint Research Centre (JRC) of the European Commission (EC) in Ispra, Italy, and contributed as Dedale engineer in Paris, France, to the development of the Airbus Crew Resource Management (ACRM) in the late nineties.

Michel Piers



Spending most of his professional life in Aviation Safety research & consultancy, Michel Piers has been involved in a wide range of projects in the areas of Aircraft Accident Investigation, Man-Machine Interface and Workload & Task Analysis, Airport Safety, Risk Modeling, Aircraft Operations & Maintenance, Safety Management, Safety Regulation & Oversight, Safety Policy & Strategy development, Safety Assessment, Safety Performance Analysis and Safety Culture Assessment.

Michel Piers has been with the National Aerospace Laboratory NLR since 1985, and he has held positions as Aircraft Accident Investigator, head of the Systems and Safety Group, manager of the Flight Testing & Safety Department, Accountable Manager of a JAR-145 certified aircraft maintenance organization, director of the NLR Air Transport Safety Institute and manager of Air Transport business and Principle Safety Advisor.

An Aeronautical Engineer from the Haarlem Polytechnic, Michel Piers has received additional education at the University of Southern California, The Royal University of Technology of Stockholm, and the Technical University Delft. Michel Piers also studied Applied Psychology at the University of Amsterdam.

He is a member of various international safety committees and working groups among which are the International Advisory Board of the FSF, the Air Safety Working Group of the European Transport Safety Council, and the Steering Group of the ECAST. Michel Piers has been an advisor to several Ministers and Ministerial Committees.

Among other projects, Michel led the review of Safety Management in the aviation sector of Switzerland - on behalf of the Minister of Transport. Also, he was in charge of the development of several Safety Management Methods and Tools for the FAA.

A current focus is on making Safety Culture manageable. Michel has led the development of Safety Culture frameworks and metrics and assessments in airlines, airports and maintenance organizations.



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**ANTONIO PELAEZ-PORTALES
(SENASA, SPAIN)**



Antonio is an Aeronautical Engineer graduated in the Polytechnic University of Madrid in 1991. His professional background is focused in the fields of Air Navigation and Safety. He started working (1993) in the development of orbital dynamic planning tools for the European Space Agency. Then he joined the Civil Aviation Authority of Spain (1995) being involved in several important implementation projects aimed at the enhancement of the efficiency and safety of European air navigation services (RVSM, RNAV, ACAS, etc.). His next destination was INECO (2001) where he led the Department of Air Navigation Projects. There he was tasked with several international and national activities such as the design of a new TMA in Madrid and several safety studies for airports and air navigation facilities. Finally, his current position since 2006 is Air Navigation and Safety Analysis Manager in SENASA. Main activities performed are the design and implementation of the Spanish Safety Occurrence Reporting System (including the development of coding protocols and data exploitation procedures), the analysis of ATS incidents, the support to the Spanish State Safety Plan (SSP) and many other international cooperation activities related with safety.



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JOHN BENT
FRAeS



John Bent's aviation career has spanned 50 years, with 13,000 hours as a professional pilot on 28 aircraft types. He served as an RAF pilot and QFI, and flew for 4 airlines.

His experience has included the management of an RAF Flying Club, launch of a multi-cultural International School in Hong Kong, and in Cathay Pacific Airways: TRI, TRE, and fleet test pilot; Manager Training Policy, Manager Flight Training, launch training manager for A340-330 fleet entry, and design and development of the Cathay Flight Training Centre.

He attended the founding meeting at the University of Texas in 1992 which led to the LOSA programme, received a distinction in IOSA auditor training, and attended 2 SMS courses delivered by Cranfield University

John has recently served as consultant from the Australian Government to the Indonesia DGCA and continues to as IATA consultant to the IATA Training & Qualification Initiative (ITQI).

He has managed three TRTOs; presented at over 75 international symposiums, and is working on global training development as Chairman of the Training Practices Workstream of the International Pilot Training Consortium (ICAO, IATA, IFALPA, ICCAIA, and RAeS)

A consistent thread throughout John's career is the firm belief in the vital connection between training and safety.



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Gerardo Hueto
Chief Engineer
Aviation System Safety
Boeing Commercial Airplanes



Gerardo Hueto is Chief Engineer, Aviation System Safety at Boeing Commercial Airplanes. He manages Boeing's Aviation Safety initiatives with Regulators and Industry within the United States and around the world. Gerardo represents Boeing at the US Commercial Aviation Safety Team and the Steering Committees of ICAO's regional safety initiatives in Asia and Pan America.

Prior to his current assignment he was the Regional Safety Program Manager at Boeing Commercial Airplanes. The Boeing Regional Safety Program leveraged the liaison with the international safety community to implement the Global Aviation Safety Roadmap in close cooperation with ICAO.

Gerardo is an Aeronautical Engineer and has a Masters in Management. Prior to his current position at Boeing, he was Director of Fleet Safety and Quality Assurance for Alaska Airlines. In addition, Gerardo has managed Engineering groups at Bombardier and McDonnell Douglas, worked as a performance engineer, and participated in NTSB accident investigations. Gerardo is also an Aviation Safety Management instructor at the University of Southern California Aviation Safety and Security Program.



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Raquel Irber

Raquel.irber@anac.gov.br - +55 61 3314 4605



Raquel Irber is economics bachelor trained at the Federal District University, Brasilia, specialized in Safety and Aircraft Airworthiness in Technological Aeronautic Institute, in São José dos Campos, São Paulo, and accident investigation trained by CENIPA (Brazil).

Previously working on the Brazilian financial market, changed to the a Brazilian Federal Police Career where experienced working with operational aviation, aviation training and maintenance for state's security activities. In 2008 joined the career of the Brazilian Civil Aviation Authority (ANAC).

Currently, is the manager of Safety Data and Trend Analysis at the National Civil Aviation Agency – Brazil, and is the Executive Secretary of Brazilian Aviation Safety Team

Paul Haydock

Risk Consultant, Trainer and Partner Manager with CGE Risk Management Solutions

paul.haydock@cgerisk.com



Paul Haydock is a member of the Training & Risk Consulting team at CGE Risk Management Solutions. His role includes providing advice and consulting services to risk managers in the application of BowTie risk analysis, audits and incident analysis, appropriate software tools as well as the development and delivery of training and coaching for CGE clients around the globe. In the Middle East and Asia-Pacific region, Paul supports clients and partners in the whole range of BowTieXP services, from client needs analysis, sales support, training, mentoring and consulting.

Paul's specialisation in the application of practical solutions in safety, risk and incident control has been accumulated through years working in BowTie and BowTieXP risk management theory, HAZID workshops, incident analysis and extensive international training experience. With, safety and risk training and advanced use of BowTieXP and Incident Investigation software, Paul has successfully delivered BowTie training and consulting sessions in the UK, Middle East, Asia, Canada, USA, South America, Australia and New Zealand. Paul has a record of engaging participants from all cultures and organisational levels.

Industries and companies that Paul has engaged with include upstream and downstream oil & gas, mining, aviation, marine, petrochemical, environmental, industrial and corporate business risks. Clients have included industry regulators, managers, operators, service companies and consultants. Paul has introduced or presented the simplicity of BowTie risk management and BowTieXP to a number of key aviation organisations, including RAAF, RAF, Qantas, FAA, USAF, CASA, etc.



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Matthieu FEUVRIER

*Service Provider Senior
Business Unit Aerospace*
APSYS – AIRBUS Group



Matthieu FEUVRIER is Service Provider Senior for the Business Unit Aerospace of APSYS – Subsidiary of AIRBUS Group, a consulting company providing Risk Management Services & Solutions for High-Tech Industries.

In aviation industry, APSYS is supporting the major Airframers, OEM & regulators through solutions based on knowledge excellence on standards, process & product, consolidated by capability to design customized risk model software tool. Thus, since 1985, APSYS supports its customers throughout the product development cycle and helps them achieve their goals both on the reliability of the process and the product.

Matthieu was awarded an Engineer degree in Aeronautics in 2001. He has more than 10 years of experience of safety management mainly in aviation area.

Being in APSYS since 2001, this 'APSYS's boy' has a very good general understanding of the aeronautical businesses and has had previous experience in the Aircraft Design Office world, where he was involved in safety assessments on major Airframer programs.

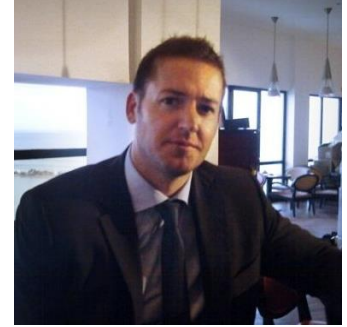
Since 2006 he has followed a commercial & business development oriented career focused on the markets in the aviation industries, taking relevant positions in France as Project Manager, then Head of Department managing transnational safety engineers in Europe.

Appointed Service Provider Senior in 2013, Matthieu professional interests lie in aeronautical safety engineering, innovation, project management and business development, and he's eager to merge all of these facets in his daily job.



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Matthew Vaughan
Head of Aviation Security
Etihad Airways



Matthew Vaughan is the Head of Aviation Security for Etihad Airways. He has over 14 year's security management experience combining law enforcement, Federal government security and private industry security sectors.

Matthew's current responsibilities encompass a variety of asset protection and leadership functions which includes operative command of global aviation security for the airline and managing regulatory compliance across multiple jurisdictions. In addition, he provides executive decision support through strategic threat analysis and business continuity planning in a high threat, high reliability service industry.

Matthew's current focus is supporting the international air transport industry re-establish key trade and commerce links in post-conflict environments. Through the implementation of collaborative critical infrastructure security evaluations, converging on international standards compliance and governance, he is leading the way in the provision of technical development of threat, risk and vulnerability mitigation strategies for secure air transport systems in complex environments.

In 2011, Matthew wrote a thesis paper on the risk perception in modern day Iraq and its impact on the civil aviation industry. He is currently a member of the International Air Transport Association (IATA) Smart Security working group and continues to actively seek out technical forums representing the proliferation of enhanced aviation security management systems.

Matthew has a Master's Degree in Science, majoring in Risk Management and Security. A Bachelor's Degree in Policing and Justice and a Postgraduate Diploma in Criminal Intelligence, as well a number of aviation security management qualifications.

Ben Keetlaer MSc.
Product Manager / Trainer / Consultant
CGE Risk Management Solutions b.v.



Ben is a team member of the safety specialists at CGE Risk Management Solutions. In this position, he develops new applications for the Bowtie methodology and barrier based thinking in general. He is currently involved in the development of BowTieXP, IncidentXP, AuditXP and the BowTieServer.

Ben studied Cognitive Applied Psychology at the University of Leiden. The university is home to some of the most renowned safety psychologists. Research that led to Tripod theory and safety culture all originated from a safety science group at the University of Leiden. In 2009 he graduated by performing fundamental research of the difference in qualitative risk perception and quantitative risk perception.

Ben has experience as risk management consultant. As a consultant he:

- gave advice about improving safety culture (using Hearts & Minds);
- assessed process and project risks in different industries (using BowTieXP);
- assisted in the development of management systems (e.g. ISO 9001, NTA 8009);
- was involved in an extensive investigation about all reported occupational accidents in the Netherlands, commissioned by the Dutch labor inspectorate (using Storybuilder).

Besides developing new applications, Ben has facilitated a large amount of training projects for e.g.:

- Aviation: Military Aviation Authority UK, Joint Helicopter Command, Conoco-Phillips.
- Oil&Gas: Qatar Petroleum, BP, Premier Oil, Transocean, Nexen.
- Other industries: Train-the-Trainer sessions, Strukton, Ambulance Services (NL), FMC Technologies.

Finally, Ben assists partners in consultancy projects.



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Thomas VEZIN

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Thomas VEZIN is an Aeronautical engineer trained at the Ecole Polytechnique, Paris, and California Institute of Technology, specialized in computational fluid dynamics. He has also completed a Master degree in Aviation Safety and Aircraft Airworthiness, at ENAC Toulouse

He briefly worked in the research offices of Dassault Aviation and Airbus and in the technical development office of Air France.

He's now an engineer at the French DGAC since 2012 where he's in charge of the development and implementation of the French State Safety Plan in the domain of air operations. He's also responsible for the development of a risk based approach for the oversight of the French airlines.

He's a private pilot during his free time.



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Amer M. Younossi

Deputy Division Manager

Safety Management and Research Planning Division, AVP-300

Federal Aviation Administration, Aviation Safety

Phone: 202-267-5164

Cell: 202-527-5432



Amer Younossi is the Deputy Division Manager for the FAA Safety Management and Research Planning Division. His team is responsible for managing the transformation of FAA to a safety management construct and to consider SMS requirements for the US aviation industry. His team is also responsible for managing the FAA Aviation Safety Organization's Research and Development Program. Mr. Younossi is the lead for the development of the US State Safety Program (SSP). Furthermore, he initiated and is the current Chair of the Safety Management International Collaboration Group (SM ICG). This group is currently comprised of FAA, European Aviation Safety Agency, ICAO and fourteen other civil aviation authorities that are the global leaders in safety management development. Mr. Younossi is the US representative to the ICAO's Safety Management Panel and was seconded to ICAO from 2010 to 2011. While at ICAO, he led many safety management related activities including the updates to Global Aviation Safety Plan and the Safety Management Manual. Prior to this position, he was major contributor to the development and incorporation of system management and system safety concepts into various oversight programs at the FAA Flight Standards Service. Prior to his employment at the FAA, Mr. Younossi worked for the US Department of Defense, where he was the Lead Engineer for Technology and Risk Management for the National Missile Defense Program. Mr. Younossi holds a Master of Science degree in Mechanical and Aerospace Engineering and Bachelor of Science degree in Mechanical Engineering from the University of Virginia. He also has Bachelor of Science in Physics from the American University.



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Carl Holt
Manager – Safety Management System
Emirates Airline



Carl Holt works in the Group Safety department at Emirates Airline, Dubai in the role as Manager – Safety Management System since Nov 2012. This role involves SMS policy development and practical implementation in various areas including safety risk management, safety performance measurement, safety promotion along with data analysis and system management. He joined the Group Safety department at Emirates in Jan 2011 as a Safety Manager, with a previous background in aviation including service of over 15 years in the military where he was a Captain on search and rescue helicopters and a flight instructor. His final military position before joining Emirates was as a staff officer at the UK military Directorate of Aviation Regulation and Safety. He has held a license as a commercial pilot and as a CRMI and has degrees in Physics and Psychology.

Brian E. Smith

Special Assistant for Aeronautics,
Human Systems Integration Division
NASA Ames Research Center, Moffett
Field, California



Brian has wide-ranging experience in system-wide safety analysis in the aviation domain and aerospace project management. He has an extensive background in low-speed aerodynamics, propulsion-airframe integration, wind-tunnel testing and flow quality measurement. Brian is Engineer at NASA's Ames Research Center including award-winning contributions as a NASA Mishap Investigator.

Mr. Smith serves as the Ames Research Center representative on the Systems Analysis and Integration Team within the NASA Aviation Safety Program. In this capacity he assists the Program in system analysis and technology prioritization requirements. Special areas of focus include identification of future hazards to aviation and the relevant contributing factors that can trigger or magnify associated risks. He is a member of the Aviation Team Looking Ahead at Safety (ATLAS) that operates under the aegis of the U.S. Commercial Aviation Safety Team (CAST). In support of CAST goals for maintaining and improving aviation safety, the objective of ATLAS is to identify, characterize, and prioritize key operational changes across the air transportation system (ATS). Then to suggest specific metrics to monitor for emergence of those safety risks resulting from high confidence anticipated changes.

Brian served as the U.S. Co-chair of the U.S./European Future Aviation Safety Team (FAST) from 2008 to 2011. The FAST objective is improving aviation safety by reliably predicting upcoming consensus safety issues. FAST operates under the umbrella of the European Safety Strategy Initiative (ESSI). FAST conducted major studies on the increasing reliance on automation in the flight deck (2003) and assisted in a preliminary safety analysis of the EUROCONTROL ConOps 2011.

Brian has a Masters in Aerospace Engineering from California Polytechnic State University, San Luis Obispo, and an undergraduate degree in German Translation from Occidental College in Los Angeles.



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Captain Majed Al Marzouqi



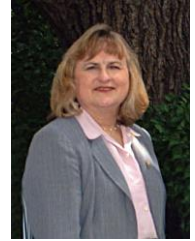
Captain Majed Al Marzouqi, is an A330 Captain and Head of Safety Performance at Etihad Airways. He is an enthusiastic, energetic and hardworking safety profession, who has a successful and consistent track record across many areas of airline operations.

Captain Majed holds a Bachelor of Science in Aviation Management with Honors from Coventry University in the UK; Aircraft Engineering Diploma from the Higher Colleges of Technology in the UAE; and also holds Air Transport Pilot Licence.

Captain Majed is a strategic leader with proven success in both of aviation and other commercial enterprises. He has a reputation for providing expert management oversight of all phases of operations, from planning and development to implementation and business improvement.

Captain Majed is primarily responsible for establishing Safety Performance; enhancing Safety Assurance; and promoting Safety Culture within Etihad Airways. His responsibility also includes developing effective strategies that ensure continuous improvement of the Safety and Quality Systems; Operational Risk Management; and the growth of the Company's Safety Management System (SMS) throughout the network.

Linda J. Connell Director,
NASA Aviation Safety Reporting System (ASRS)



Linda Connell is a Research Psychologist in the Human Systems Integration Division at the NASA Ames Research Center, Moffett Field, CA. She has been working at NASA Ames Research Center since 1981 and has participated in numerous studies with domestic and international research teams exploring human factor issues in aviation and other environments. She has a Bachelor of Science degree from the University of Colorado. During her graduate work at San Jose State University, she completed her Master's degree in Experimental Psychology in 1985. Her graduate thesis was titled "Influence of Theophylline on Circadian Sleep-Wake Cycle, Cognitive Performance, and Core Temperature Rhythms" and was completed at the NASA Ames Research Center, Human Research Facility. In 1990, she was appointed the NASA Fatigue Countermeasures Project Co-Manager. In 1997, she was appointed the Director of the NASA Aviation Safety Reporting System (ASRS); a position that she continues to hold currently. She is also the Director of the new national system of safety reporting for the U.S. Railroad industry. Ms. Connell is a Pilot and Registered Nurse. She is a member of the FAA Air Traffic Procedures Advisory Committee, International Confidential Aviation Safety Systems group, National Firefighters Near-Miss Reporting System Task Force, Aircraft Owners and Pilots Association, and the SAE G-10 Human Performance Committee. Ms Connell has received numerous NASA and industry awards including: Group Achievement Award, Aviation Safety Reporting System, NASA Ames Research Center, NASA Superior Accomplishment Award as ASRS Director, NASA Superior Achievement Award, SAE Operational Communications Subcommittee, NASA Superior Achievement Award, EMS Helicopter Program, NASA Group Achievement Award, Fatigue Countermeasures Program.

From 2010 , Linda also is appointed as Director/Program Manager, NASA/FRA Close Call Confidential Reporting System (C3RS)



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Crystal Ioannou
PhD candidate
Emirates Aviation University/Coventry University

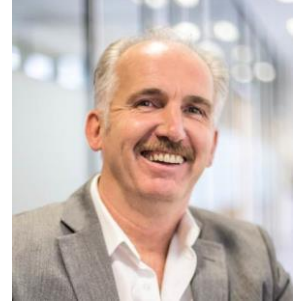


Is a Research Assistant in Emirates Aviation University where she works as a lecturer of Human Factors in the Aviation industry. She holds a Masters of Science and Technology in Aviation. Her previous research concerned reporting systems and just culture in the Aviation industry. Her research has granted an insight in the culture of organizations, proving that a significant number of organizations has a lack of safety critical information due a fear culture within the organization, making individuals reluctant to report. Her current work is on safety management systems with a focus on safety performance indicators used by organizations in the aviation industry. She has also taken training on SMS implementation by JAA.



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ASHLEY MARRON
Chief Executive Officer
Gael Limited



Ashley Marron is CEO of Gael Limited who have, since being established in 1992, become the leading provider of Quality, Safety and Risk management solutions and services for the aviation industry. More than 300 aviation companies, including major airlines, business jets, airports, MROs and regulators, use Gael's solutions to engage with and effectively manage their Safety Management System (SMS) to ICAO standards.

Our solutions are designed to provide a comprehensive support framework for the effective management of all safety, quality and risk information as described by ICAO standards and industry best practices. As organisations implement or enhance their Safety and Quality programmes, Gael provides a centralised software solution to collect, track, manage and analyse data, enabling you to focus on what's important.

Initially trained as an Engineer I remain obsessed with understanding processes and striving to improve them. With the interaction my role gives me with both the regulator and the regulated I am enthused to be working with such a diverse number of viewpoints all focussing on striving to make the skies safer.

My role in Gael affords me the luxury of both developing products that support the needs of many industries to suit their current situation as well as prompting them to consider other means of anticipating how they could perform better. Aviation remains the domain leader for forward looking concepts and is a vibrant domain in which to work.

Currently we have been striving to develop our products into an anticipative space and I remain excited at the opportunity that this provides and look forward to hearing many other perspectives.



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Douglas Mellor BSc MBA



A business leader with experience of cultural change in both large corporations and start-ups including turnaround and post-acquisition merger situations and joint ventures, having a blend of general management and sales & marketing within international science and technology environments

Douglas is CEO of Fatigue Risk Management Science Limited, a sleep and fatigue research company that was spun out of QinetiQ limited in 2010. Douglas has spent his career in science and engineering across a number of high technology sectors including human factors and electronic engineering within the defence industry, Secure Power Systems, Automation, Electronic components and IT. His business career has spanned cultural change in business turnaround and post-acquisition merger projects as well as in the recovery of large IT projects. His focus in the past couple of decades has been in creating and commercialising intellectual property. Douglas' company and collaborators created the SAFE alertness prediction model for the aviation industry on behalf of QinetiQ and UK CAA. SAFE was created in the late 1980s and is commercially available as a cloud based solution

Cody Fleming



Cody is a PhD candidate (expected December 2014) in the Department of Aeronautics and Astronautics at MIT. He is currently working on safety assurance of critical systems in the Federal Aviation Administration's NextGen system, a radical overhaul of aviation and air traffic management in the United States and abroad; development of innovative spacecraft technologies for both NASA and the Japanese Space Agency; mission assurance for orbital rendezvous systems; and next-generation human space flight technologies.

He is interested in modeling risk during concept development of complex, socio-technical systems. An important question about developing new systems, or modifying existing ones, is how new technologies affects system safety. In particular, he is interested in assessing risk in automation- and software-intensive systems that also involve human control, most importantly when the design is immature. A secondary (but related) research interest lies in modern feedback control, dynamics, and modeling.

Cody grew up in Ames, IA and received a bachelor's degree in mechanical engineering from Hope College in Holland, MI. He then received a master's degree from MIT before working in the aerospace industry on spacecraft and laser systems for several years. His work there involved design, analysis, and testing of complex dynamical systems.



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Greg Marshall

A/Vice President Global Programs
Flight Safety Foundation



Greg has worked within the aviation industry for in excess of thirty years in a variety of operational and executive management positions. These include air traffic services, aircrew, air safety investigation, safety auditing and within safety management.

He also has broad business management experience including general management of a high capacity AOC fly-in, fly-out business in support of the mining and resources sector. He was the Head of Safety for a major contract aviation company providing services to airlines in addition to the mining, government and defense sectors.

Greg joined the Flight Safety Foundation in 2011 to manage the implementation and development of the Basic Aviation Risk Standard program from the regional office located in Melbourne, Australia. Although originally designed as a global aviation standard for the mining sector, this program is being used by other organizations that use outsourced aviation to support their activities within remote and challenging environments.

He has recently been appointed as the acting Vice President of Global Programs based out of the Alexandria, Virginia head office where he is working at senior levels within industry on a number of key projects.

In addition to aviation safety qualification, Greg has an MBA and is a Graduate of the Australian Institute of Company Directors.



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James Klinect, Ph.D.



James Klinect is the Chief Executive Officer of The LOSA Collaborative, which is a private organization he founded in 2001 that provides airlines with Line Operations Safety Audit (LOSA) implementation and benchmarking services. Since the first LOSA at Continental Airlines in 1996, The LOSA Collaborative has collected 20,000 observations at over 70 airlines around the world. Between 1996 and 2008, Dr. James Klinect served as the chief research developer for LOSA and Threat and Error Management (TEM) at The University of Texas at Austin. James has authored several publications including co-writing the aviation industry's recognized source material on LOSA (ICAO Document 9803 and FAA Advisory Circular 120.90). His LOSA and TEM research is regularly cited and used in academic journals, regulatory guidance, airline safety management systems, and pilot training curriculum. In 2011, James Klinect and The LOSA Collaborative were awarded The Honorable Company of Air Pilots' Cumberbatch Trophy for their outstanding contribution to air safety.

Luis Mijares Gordún



Luis Mijares was born in Cáceres (Spain) in 1977.

He completed his studies as Aeronautical Engineer in the Politechnics University of Madrid.

His professional life started within the Spanish company INECO, working in the “Development of Safety and Risk Model in Airport Operations”. I+D+i development of risk models for runway overrun and landing undershoot, based on data driven probabilistic approach. Thanks to this project he received the “José Ramón López Villares” Award, granted by AENA in 2005. Also there, he participated in the “Operational Safety Compatibility Assessment for New Airport System of Madrid (NSAM)”.

Luis has been professionally involved in aviation safety for more than nine years, seven of them working directly in the environment of Aviation Safety Occurrence Reporting Systems (ORS) at every level within the company SENASA since 2007.

He was involved in the design, implementation and development of the National ORS for the Spanish Authority since its birth. Working during years on every aspect of data collection, storing, coding, analysis and dissemination processes, Luis has participated in the development of associated procedures, guidelines, tools and methodologies.

Mainly skilled in safety assessment tools and methodologies, recognized as good practices around the Safety Reporting and Analysis Environment, Luis is also involved in the delivery of training within the aviation industry at international level, for countries and organizations in the process of implementing their own SSP and SMS. Covering every aspect and task in the safety data collection and analysis, he also developed some research initiatives to design risk assessment methodologies for the



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detection of Key Risk Areas, already used for safety oversight based on ECCAIRS database.

International activities are also a relevant part of his duties, being involved in many working groups, mostly in Europe (EU, EASA, Eurocontrol, etc.).

He is currently the head of the Safety Occurrence Reporting Unit within SENASA, taking under his responsibility also the Air Traffic Incident Analysis Board for the Spanish Aviation Safety Agency (AESAs).

Mr. Radu Cioponea, MSc
radu.cioponea@eurocontrol.int

Senior Safety Expert
Safety Unit, Network Manager,
EUROCONTROL, Brussels, BE



Radu has an experience of over twenty years in Air Traffic Management, having started with ROMATSA as an engineer developing ATC systems and in particular an ATC simulator. During that time he also obtained an Air Traffic Controller's licence, he continued to work on the development of ATC systems and represented Romania in a number of international fora.

He then moved to EUROCONTROL over fifteen years ago where he managed the area of safety performance within the Performance Review Unit. Radu has done extensive work in, inter alia, the area of Just Culture. Recognising the value of his work, he has been invited to lecture on these subjects to a number of conferences organised by ICAO or IFATCA.

Radu is currently managing a number of safety-related projects in EUROCONTROL, he is involved in important work together with the European Commission and EASA in developing proposals for the measurement of safety. He is also involved in international coordination with organisations such as the US FAA, NAV Canada, Air Services Australia, CANSO etc. He participates or prepares European position documents for certain ICAO meetings.

Radu has an aeronautical engineering and Air Traffic Controller's background, holds a Masters of Science degree in Air Transport Management from the Cranfield University in the UK, a visiting lecturer at the Imperial College of London, he is a fellow of the Flight Safety Foundation and flies gliders and single engine aircraft as often as the moody Belgian weather allows it. Safely, of course.

Robert Spencer
Manager Safety Audit & Oversight
Emirates Group Safety
Robert.Spencer@Emirates.com



Current position & core activities

Manager Safety Audit & Oversight in Emirates Group Safety

- Development of the Emirates SMS policy and documentation.
- Development of the SMS / Safety Audit & Oversight processes and procedures – with a focus on ground handling at Emirates outstations.
- Corporate management of the 2012 IOSA renewal audit process (all areas).
- Liaison with regulators and other operators on all Safety Audit issues.

Previous positions & activities

Manager Operations Quality (Emirates)

- Development and management of the Emirates Operations Quality System to meet Emirates and regulatory requirements.
- Development of the operations Quality Management processes and procedures.
- Developed line audit methods to bring quality management to the flight deck.
- Managed initial LOSA activities within Emirates.
- Managed the FLT & DSP IOSA disciplines for all Emirates IOSA audits (2002-2010).
- Edited / compiled the initial CAR-OPS 1 Operations Manual Part A for Emirates
- Managed the liaison for all international SAFA activities for Emirates.

FOQA Auditor (Emirates)

- Developed FOQA processes, tools and reporting methods to meet Emirates requirements, in a pre-regulatory FDM environment.
- Development of hardware and software tools to support fleet management and safety management.

Manager Flight Operations Technical Support (Aer Lingus)

- Responsible for a wide range of activities from FOQA to JAA implementations, incident reporting processes , MEL development, and regulatory liaison.

STEVEN CESPEDES
Strategic Account Manager, Aviation
Gael Limited



Steven Cespedes has 16 years' experience of managing and implementing solutions to support Quality, Safety, Environment, Security, Food Safety and Risk Management Systems. He has worked with Gael Ltd for nearly 7 years and in various roles across the organisation;

Implementation Consultant (across all Gael Ltd domains – aviation, healthcare & manufacturing)

Global Partner Manager (Gael Ltd resellers)

Solution Technology Partner Manager (sourcing & managing integrations to Gael solutions)

Strategic Account Manager, Aviation (project & relationship management of key aviation accounts), i.e.;

Regulators – GCAA, UKCAA & TraFi

Operators – Emirates, DHL, Airbus (Air Transport International) & Finnair

MRO's – Gulfstream (Global Repair Stations)

A/C Manufacture – Boeing (Flight Test & Evaluation)

Operators (Rotor) – Avincis (Inaer & Bond) & Bristow Helicopters

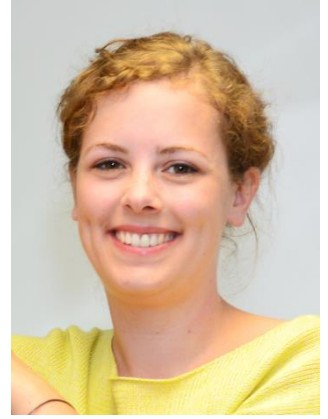
Steven originally studied electronic engineering and then worked for Coca Cola Enterprises for 9 years where he implemented and managed compliance to all the ISO standards and implemented an e-solution for quality and safety. During this time he also studied for a post graduate in Manufacturing Management and Technology.

Since March 2012 Steven has been studying for a Masters in Aviation Safety Management at City University London and just recently completed his thesis. The paper was around aligning the data streams and processes of Safety Risk Management and Safety Assurance with a national regulator and global helicopter organisation as case studies.



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Dr Laura Fruhen



She is an Honorary Research Fellow at the Centre for Safety at the University of Western Australia. She previously worked as a Research Fellow at the Industrial Psychology Research Centre at the University of Aberdeen, where she received her PhD in 2012 for her research on senior managers' influence on safety in air traffic management organisations. She holds a master's (Diplom) degree from the Justus-Liebig-Universität in Giessen, Germany. Her research is concerned with leaders' influence on safety and she has experience working in air traffic management, fire fighting and the energy industry.



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Jenny Paul - Business Manager CAA International



Jenny holds a BA and Diploma in Business Administration, with a focus on strategy and leadership. Since her graduation in Munich, Germany in 2008, Jenny has gained experience in several industries from Biotech, Life Sciences to Software Development and Aviation in both Germany and the UK. In all her roles Jenny focused on implementing a strategic approach based on thorough data analysis and ensured to share best practice between industries.

At CAA International, Jenny is working closely with the team leading the CAA's transformation programme to a performance based regulator. Her involvement is around ensuring the applied methodology and learning is transferable to other regulators and international organisations.

Jenny also leads several projects with EASA, with the goal of enhancing global aviation safety and sharing best practice between regulators.



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Manuel Baratech
Programme Manager – ATM Systems
INDRA



Manuel Baratech is a Project Manager at the International ATM and Airports Division of Indra. He has over 15 years of professional experience dedicated to project management in different areas with special focus on air transportation infrastructures, and consulting. He has wide experience in international projects and combines his management skills with an extensive background in aeronautical infrastructure development projects.

Manuel is currently in charge of the implementation of new ATM systems in the Sultanate of Oman.

Manuel holds an MsC in Aeronautics and Astronautics by Purdue University and an MBA by IESE Business School

Rubén Martínez
Aviation Sr. Manager Consultant
INDRA



Rubén is leading the air navigation and aviation research consulting business lines and he is managing consulting projects in the following areas: airport operations (ground & TMA) performance assessment & simulation; airport systems specifications & requirements; airport infrastructures planning & development; airlines operations & strategy; airlines systems specifications; ATM concept definition & validation; ATM research & innovation, Air Traffic Management (ATM) and Communication Navigation Surveillance (CNS) studies and projects, Air Navigation Service Providers (ANSPs) strategy planning and operations, airspace design and demand/capacity balance assessments, ATM cost benefit analysis and business plans, ATM & CNS infrastructures and equipment planning, ANSP certification, feasibility analysis for ATM/ATC/Air Traffic Flow Management (ATFM) developments, ATM simulation and validation, Functional Airspace Blocks (FABs) projects and International ATM and CNS modernization programmes.

Since 2007 he is directing ATM research and innovation projects for the European Commission and EUROCONTROL, being in charge of EPISODE 3 (SESAR definition phase) project and ABCD airline's delays reduction project.

During the last 5 years he has been participating in the SESAR JU development phase as a member of INDRA's management consulting team, being mainly involved in airport operations (WP6) & airport systems (WP12) projects.

Recently, Rubén is participating as INDRA representative in the CANSO working group on ACDM (Airport Collaborative Decision Making).

Rubén has a Msc in Aeronautical Engineering with specialization in Air Transport and Air Navigation for the Polytechnic University of Madrid (UPM) and a Master in Air traffic Management for the University of Glasgow.

Francis PAYEUR
Senior Director Safety
Airbus



Since 2011, Senior Director Safety at Airbus in Airbus Training and Flight Operations Support, including the various Airbus Training Centers of “Training by Airbus”.

Manages the deployment of Safety Management System within this organization in coordination with Airbus SMS Corporate.

Also member of the Airbus Product Safety Process for analysis of in-service reported events.

Before 2011, responsible for the development of flight operations standards and flight operations support to Airbus customers for various Airbus aircraft:

- Head of A380/A350/A400M Operational standards: 2008-2011
- Head of A380 Operational standards: 2001-2008
- Head of A300/A310/A300-600 Operational Standards: 1998-2001
- Manager Aircraft Flight Manuals all programs & A320 family MMEL: 1994 – 1998

Francis Payeur, aged 57, started his career at Airbus in 1980 as Flight Operations engineer, all Airbus programs A300, A310, A320 family, A330/340.



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Aaron E. Wilkins III
US Department of Transportation,
Federal Aviation Administration
FAA Senior Representative, Middle East
Office, Abu Dhabi, United Arab Emirates
(Nov 2012-Present)
United States Diplomat (US Embassy
Abu Dhabi)



Aaron Wilkins serves as the Senior FAA Representative to Middle East in Abu Dhabi, United Arab Emirates. He manages the bilateral relationships between the FAA and its international counterparts and coordinating the FAA's activities in regional and multilateral aviation organizations, including the International Civil Aviation Organization (ICAO). Aaron provides diplomatic, representational, and program support of FAA's international activities, as well as foster and maintain relationships. Within six months of his arrival had developed a mission plan for his territory and began working to establish the first concrete deliverable, a memorandum of agreement to permit technical assistance between the UAE GCAA and the U.S. FAA. The agreement provides an important avenue for the United States government to influence the development of the UAE's aerospace governance policy and technical development to closely align with American standards.

He represents the FAA in regional safety and air traffic management fora, and established productive relationships with key stakeholders. I serve as an observer to the UAE National Airspace System Advisory Committee. Its' goal is to achieve seamless air navigation provision throughout the UAE, maximize airport throughput and create an interoperable ATM system within the UAE and neighboring FIRs.

Prior to working for the International Aviation, Aaron Wilkins was named Acting Manager, Oceanic and Offshore Programs of the Air Traffic Organization. He provided executive direction and leadership for key agency programs affecting oceanic and offshore communications, navigation, and surveillance infrastructure, and air traffic management automation necessary to implement transformational technologies to modernize air traffic operations.

Wilkins has an undergraduate B.S. degree in Business Administration from University of Arizona, Tucson, Arizona (82) and a master certification in Program Management and Performance Measurement from the Defense Systems Management College (DSMC) in Ft Belvoir, VA (94)



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Dr Nicklas Dahlstrom
Human Factors Manager
Emirates Airline



Dr Nicklas Dahlstrom is Human Factors Manager at Emirates Airline and has been with the airline since 2007. In this position he has overseen development and delivery of CRM training in a rapidly expanding airline and also been part of efforts to integrate Human Factors in the organisation, with special focus on its integration in Flight Operations Training. Dr Dahlstrom was previously a researcher and instructor at Lund University School of Aviation in Sweden, working mainly on projects related to safety and Human Factors in aviation as well as in other areas, such as maritime transportation, nuclear industry and health care. His research areas in aviation have been mental workload, training and simulation and he has written research articles and book chapters on Human Factors and CRM as well as delivered invited presentations, lectures and training in more than a dozen different countries.



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Raúl Gómez Martín
Account Manager –
Commercial Aircraft Simulation
INDRA



Raúl Gómez is an Account Manager at the Commercial Aircraft Simulation Division of Indra. He has over 10 years of professional experience dedicated to simulation in different areas with special focus on customer support and account managing. He has wide experience in international projects and combines his customer care and project and service management skills with an extensive background in simulation industry.

Raúl is currently in charge of the customer support of Indras Commercial Aircraft Simulators in Spain and China.



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Capt. Ruben Morales,
Assistant Director, Safety
Safety and Flight Operations Division
International Air Transport Association
Montreal, Canada



In November 2013, Ruben joined IATA's Safety and Flight Operations Division. He is responsible for the management of operational safety programs, identify and develop industry best practices to directly support the creation of new industry initiatives to enhance safety.

He leads a team of managers in the development of programs and strategies to reduce identified high risk accident categories such as, LOC-I, CFIT and Runway Excursions.

Prior to joining IATA, Ruben worked in the Middle East for a period of more than four years, as Airbus Captain, SMS post-holder and Safety Manager in the U.A.E. and Saudi Arabia, working for Low Cost Carriers and VIP operators, where he had the opportunity to work on SMS, Emergency Response and Flight Data Analysis implementation.

Ruben hails from Mexico, where he worked for various airlines, being his last position Flight Safety Officer and A-320 Captain for a LCC.

In 2009, he obtained the Aviation Safety and Security Certificate at the University of Southern California, and in 2007, the Certificate of Management in Aviation Safety at Embry-Riddle Aeronautical University.

He has completed an Aviation MBA program at Danube University in Krems, Austria and currently preparing to defend his thesis. He is an IATA Certified (AvMP) Aviation Management Professional.

Alfred L.C. Roelen (NLR-ATSI)

Senior Scientist, NLR - Air Transport Safety Institute;
Lecturer/Researcher, Amsterdam University of Applied Sciences, Aviation Academy.



Education

- Masters Degree in Aerospace Engineering and Technological Design (MTD), Delft University of Technology
- PhD, Technology, Policy and Management, Delft University of Technology
- Course in Aircraft Design and Performance, University of Kansas/Delft University of Technology
- Training course TÜV NORD CERT ANSP Auditor and Expert
- Software System Safety and Human Systems Integration, University of Cincinnati
- Part M, CAMO & CAME Continuing Airworthiness Management
- Safety Management Systems
- Part M training, Part-145 and IR Part 145 training course courses

Experience

Alfred Roelen has more than 20 years of experience in aviation safety research and consultancy. His current research topics include safety performance and safety management, flight crew fatigue, safety modelling and flight deck design certification. From 1994 to 1999 he was the Department's Quality Assurance Officer. He also helped developing the quality manual for flight test operations. From 2001 onwards he is an internal auditor of the research aircraft maintenance group.

In 2012, he organised a national workshop on safety performance indicators in aviation. He currently leads an international consortium that advises the European Commission on performance based regulation of aviation safety.

Working groups

Alfred Roelen is a member of the Future Aviation Safety Team, an independent international group of experts that track and publish possible future developments that may influence aviation safety.



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Eng. Khalid Saud Al Humaidan
Inspector – Engineering Safety
Aviation Safety Affairs Sector
General Civil Aviation Authority of UAE
ksalhumaidan@gcaa.gov.ae

SMS/SSP Subject Matter Expert in the Aviation Safety Affairs Sector and focal point for SMS implementation in Airworthiness and AOC organization SMS.

Over 10 years of experience distributed in various domains of modern civil aviation systems: Airline Operations, Safety Management Systems, Airworthiness, Quality Management Systems, Continued Airworthiness, Safety Risk Management and Crisis Management, Aircraft Maintenance, Development Engineering, Aircraft Technical Services and Support, Continued Airworthiness and Aircraft Maintenance Regulations, Aircraft Production Regulations and Aircraft Design Regulations

Academic and professional qualifications:

- MSc in Aviation Safety – Coventry University, UK
- BEng in Aircraft Engineering – Kingston University, UK
- BSc in Aviation Management – Coventry University, UK
- GCAA CAR 66 B1 Aircraft Maintenance Certifying Engineer

Type Ratings:

- Airbus A380 (EA GP7200)
- Boeing 777-200/200ER/300/300ER



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Capt. Samir Sajet Regional Aviation Safety Officer – UAE

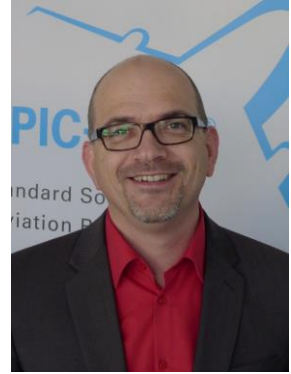
Capt. Samir Sajet is the regional person in charge of the World Food Programme - Aviation Safety Unit (UAE) for Asia, Sudan and the Middle East Regions. Samir leads a common service provided by the World Food Programme to serve and provide the Humanitarian Community with safe and reliable air transport services during humanitarian emergencies.

Samir who began his World Food Programme career in Guinea in 1998 as Chief Air Transport Officer, is no stranger to the emergencies that affect the world's hungry people and the challenges that come with reaching beneficiaries in remote and war-torn corners of the world.

Samir has served the humanitarian community across the globe and his efforts didn't just stop at helping WFP in its operation but extended to building the countries aviation safety infrastructure by investing in human capacities. He was subsequently transferred to UAE in 2006 as the Regional Aviation Safety Officer for Asia and the Middle East regions (UAE office) which is one of the main WFP strategic hubs.

Prior to joining the World Food Programme, Samir worked for 22 years in the Iraqi commercial carrier as a fixed wing and Helicopter pilot with Helicopter instructor and inspector license.

Name	Georges SCHMITZ
Year and place of birth	1968 in Luxembourg
Citizenship	Luxembourgish
Present Position	Business Engineer Organisation Approval and Surveillance
Email	georges.schmitz@empic.aero



Georges works as a Business Engineer at EMPIC, the producer of a standard software solution for Aviation Regulators. In the context of this fully-integrated product (EAP) he is the expert for Organisation Approvals and Surveillance, covering the areas of airworthiness, aircraft operations, training organisations - to name the most important ones.

As a consultant and analyst, Georges has supported multiple National Aviation Authorities during the last years in implementing EAP. Through personal contact to inspectors and managers, he knows about the challenge in using resources effectively.

Currently EMPIC is trying to establish a working group of devoted NAAs to develop a common approach to Risk Based and Performance Based Oversight (RBO/PBO). We've experienced a wait-and-see attitude from the NAAs when it comes to implementing risk and performance based methodologies. We believe that EMPIC as a platform can help to get the NAAs started with RBO and PBO and that the workshop at GCAA can help in paving the way.

Georges is interested in Key Performance Indicators that could be derived from the EAP system directly, how the interaction of Risk and Performance Analysts and Inspectors can be optimized and which influence Performance Based Regulation might have on the daily work of Inspectors.

Before joining EMPIC 10 years ago, Georges worked

- 3 years as analyst and project leader in the area of Document Management Systems.
- 4 years as researcher in the development of ball-bearings for X-Ray tubes, with focus on vacuum lubrication, endurance testing, development of analysis software, procedure analyst and quality management.

Georges holds a degree in Material Sciences Engineering from the University of Erlangen (FAU) in Germany.



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Gary Lloyd

Senior ATM Consultant

NATS Middle East



Gary Lloyd is an ATM Consultant with over 11 years of professional experience at NATS (UK), including 8 in systems engineering management and 3 as a consultant for NATS Middle East. He has wide experience in international projects, combining technical engineering and contract delivery skills with a specialisation in Safety Management.

Gary is currently NATS Country Account Manager for Oman and Qatar.

He holds an MA in Physics from Cambridge University and a Mastère Spécialisé in IT and Telecommunications from Ecole Centrale, Paris.

Luis Miguel Pérez Montes
Senior Safety Consultant
ISDEFE



Luis Miguel Pérez has more than twelve years of experience on safety issues in the aeronautical sector.

He started working in SENASA providing technical assistance to the Spanish Civil Aviation Authority (DGAC – currently AESA), participating in the development of the first package of SES (Single European Sky) regulation, in defining the oversight procedures to audit and certificate Air Navigation Service Providers and private Spanish Aerodromes. He spent several years receiving auditor techniques courses and auditing CNS Systems (Radio Aids, Communications and Surveillance Systems). In that years he prepared and train several groups of people of different countries (COCESNA), about safety practices, safety regulations and safety oversight.

Then he move to the other side of the coin, in 2007 he starting to work in ISDEFE, providing technical assistance to the main Spanish Air Navigation Service Provider AENA (currently ENAIRE) being responsible of the safety, SW, Interoperability and Audit issues of the Communications Divisions. Making safety assessment of communications systems (SCV TWR, SCV ACC, communications Ground/Air, Ground/Ground, Optical Fibre rings, radio links, aeronautical messages AMHS, CRAMI, AFTN, CIDIN, REDAN, ATIS, VOLMET). Providing support to the Safety Division of AENA to develop complete safety assessment (FHA, PSSA, SSA) at functional level and developing Safety, SW and Interoperability procedures. He is the head of the Declaration CE of Verification of the Communication Systems of Aena, and contributed on SESAR and Framework Program 7 (FP7) projects.

Luis Miguel Pérez was graduated on the Polytechnic University of Madrid (UPM) as Aeronautical Engineer, in the Air Traffic and Navigation specialty. At present he is finalizing his second degree in Industrial Engineering (equivalent to Master of Science) which surely gets next summer.

He has received several courses related to Safety and SW from Eurocontrol, related to audit techniques from AENOR and Spanish Aviation Authority and recently courses related to RPAS (UAVs) and Maritime Transport from the Spanish Polytechnic Navy University.



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Airbus (Toulouse, France) – *2012-2014*

International Safety Program Director – Flight Safety Operations

- Support to Airbus Operators and Civil Aviation Authorities

Airbus (Toulouse, France) – *2005-2012*

Accident/Incident Investigator - Flight Safety Director – Flight Safety Department

- Lead major accidents and serious incidents investigations within Airbus and on-site go team leader

EADS Space Transportation (Les Mureaux, France) - *2002-2005*

- Multi disciplinary Technical leader of an exo-atmospheric antimissile project (Missile Defense)

Airbus Design Office (Toulouse, France) – Aerodynamic Department – *1998-2002*

- Product Domain Coordinator Aerodynamics A380

NASA Johnson Space Center (Houston, USA) – *1997*

- Integrated NASA / ESA Aerothermodynamics team of the X38 Space Shuttle project

Aerospatiale (Les Mureaux, France) Aerodynamic Department – *1988-1997*

- Team leader Aerothermodynamics of space programs