



National Transportation Safety Board
Washington D.C.

Runway Incursion Forum
Promoting Runway Safety

March 27, 2007

0830	Introduction	NTSB Chairman Mark V. Rosenker
0900	Tenerife Collision	Captain Robert Bragg (Ret) Co-Pilot, PanAm flight 1736
0945	NTSB	Ms. Sandy Rowlett
1000	BREAK	
1015	Investigative and Regulatory Panel	
	TSB-Canada	Mr. Lothar Hopp
	FAA	Mr. Jeffrey Loague
	USAF	Mr. Verned Jackson
	USN	Lt. Mark Carstens
1135	Question/Answer	
1200	LUNCH	
1300	Pilot and Controller Panel	
	ALPA	Captain Mitchell Serber
	AOPA	Mr. Bruce Landsberg
	NATCA	Mr. Darren Gaines
1400	Question/Answer	
1430	BREAK	
1445	Industry Panel	
	ATA	Mr. Mont Smith
	RAA	Mr. Dave Lotterer
	AAAE	Mr. Thomas E. Zoeller
	FSF	Dr. Earl Weener
1600	Question/Answer	
1630	Closing Remarks	NTSB Chairman Mark V. Rosenker

Captain Robert L. Bragg (Ret) – Capt. Bragg graduated from Auburn University in 1959 with a degree in Aeronautical Administration. He was commissioned as a second lieutenant in the U.S. Air Force, where he flew T-34's, T-33's, C-121 Constellations, and the C-130E type aircraft. After leaving the Air Force he was employed by Pan American World Airways and flew DC-6's, B-727's, B-707's, L-1011's, and the B-747. After United Airlines purchased Pan Am's Pacific routes in 1987, Capt. Bragg transferred to United Airlines where he was a line check airman, flew the B-747-100 and -400, and operated several inaugural flights from Miami to London, Los Angeles to Frankfurt, and Los Angeles to Beijing, as well as the first commercial "Desert Storm" flight. During his career, Capt. Bragg logged over 33,000 flight hours. For his efforts in assisting crew and passengers after the accident involving Pan Am flight 1736, Captain Bragg received the President's Award for Heroism, FAA's Achievement Award, and the Flight Safety Foundation's Award for Actions During an Accident.

Lothar Hopp, Transportation Safety Board, Canada – Mr. Hopp is a senior investigator and Air Traffic Services Specialist with the TSB. He has been investigator-in-charge for a number of air traffic services related investigations, and served as group chairperson on several high profile accidents investigated by the TSB. They include the Fredericton CRJ, the MK Airlines B747 accident at Halifax, Nova Scotia, and the Air TransAt A310 rudder loss near Miami, Florida. He retired from the Canadian Armed Forces as a major after a career in air traffic control, with qualifications in tower and terminal control. He served as a controller in Canada and Germany, and as a staff officer in standards, procedures and audit at Canadian Forces headquarters. Heled an air traffic control section at Canadian Forces 19 Wing Comox. Mr. Hopp earned a B.A. from the University of Western Ontario in London, Ontario.

Jeffrey Loague, FAA – Mr. Loague is the Director for the Air Traffic Organization – Safety Services' Risk Reduction Information Office. He is responsible for advancing the collection and analysis of ATO-safety data. He leads the effort to identify trends and evaluate new sources of safety data for the development of improved safety performance metrics. Previously, Mr. Loague served as the Acting Director for Runway Safety and Operational Services where he influenced the reduction of runway collision risks in the U.S. National Airspace System. He also served in the air traffic investigations staff, evaluating air traffic operational incidents for procedural deficiencies, problem areas, and trends. Mr. Loague also managed the national program for the Systematic Air Traffic Operations Research Initiative, which provides en route facilities with the capability to re-create air traffic control operations. Before he joined the FAA in 1991, Mr. Loague served in the U.S. Marine Corps where he held a number of management positions, including Chief of Airport Logistics.

Verned Jackson, Department of the Air Force – Mr. Jackson is assigned to Headquarters, Air Force Flight Standards Agency, as Chief of the Airfield Operations and Procedures Branch. He is responsible for developing and implementing Air Force-level policy, programs, and procedures for Air Force Airfield Management and Base Operations. He serves as the HQ USAF subject matter and functional area expert on DoD, USAF, FAA, and ICAO handbooks, directives, orders, and instructions that pertain to Airfield Management issues at Air Force installations worldwide. Mr. Jackson is a retired Air Force Master Sergeant.

Lt. Mark Carstens, Department of the Navy – Lt. Carstens is the Aviation Facilities Branch Head at the Naval Safety Center located in Norfolk, Virginia. As part of an assessment team, he conducts airfield surveys at Navy and Marine Corps Air Stations around the world. Since enlisting in the Navy 22 years ago, Lt. Carstens has been involved with numerous facets of naval aviation. His background includes carrier catapult and arresting gear systems, aviation maintenance instructor duties, and duties as the Air Bos'n aboard USS NASSAU, LHA-2. Lt. Carstens received his commission in 2001.

Captain Mitchell Serber, ALPA – Capt. Serber pilots the Canadair 700 for Comair. He has over 17,000 hours of flight experience, and holds type ratings in the EMB-110 Bandeirante, the SA-227 Metroliner, and the Saab-Fairchild. Capt. Serber joined ALPA almost 20 years ago. He is currently the Central Air Safety Chairman “Emeritus” for the Comair pilot group, where he manages the ASAP program. At the ALPA International level, he currently serves as the Chairman of the Airport and Ground Environment Group (AGE) and the IFALPA AGE Committee. In 2003, Capt. Serber was the recipient of the ALPA Annual Air Safety Award, the association’s highest honor bestowed on a volunteer. Capt. Serber earned a B.S. in Aeronautical Science from Embry-Riddle Aeronautical University.

Bruce Landsberg, AOPA – Mr. Landsberg is the Executive Director of the AOPA Air Safety Foundation and is responsible for all foundation activities including training, program development, publications, video and special educational projects, and donor cultivation. He writes the monthly “Safety Pilot” column in AOPA *Pilot* magazine and is a regular contributor to *Flight Training* magazine. He represents general aviation safety interests on numerous FAA, NASA, National Weather Service and industry groups. Mr. Landsberg is a 5,500-hour Airline Transport Pilot, single, multiengine and instrument flight instructor, and has been an AOPA member for more than 30 years. Mr. Landsberg earned a B.A. in Psychology and a Master's degree in Industrial Technology from the University of Maryland.

Darren Gaines, NATCA – Mr. Gaines is an Air Safety Investigator for NATCA and is Chairman of the NATCA Air Safety Investigations Committee. He has also served two terms as Chairman of the International Society of Air Safety Investigators (ISASI) Air Traffic Services Working Group and as the ISASI representative to ICAO Air Traffic Management and Runway Safety awareness campaigns for the Asian Pacific and Middle-Eastern Regions. Mr. Gaines also serves as an associate instructor at the Transportation Safety Institute where he teaches a course in human factors. He was the recipient of the 2003 Meritorious Service Award from the Ohio Pilots Association. Mr. Gaines was recognized as the “2000 Rookie Controller of the Year” during the EAA AirVenture fly-in at Oshkosh, Wisconsin. Mr. Gaines holds a commercial pilots license with multi-engine, instrument, seaplane and instructor ratings. He has accumulated 2,000 hours flight time.

Dave Lotterer, RAA – Mr. Lotterer is Vice President of Technical Services for the Regional Airline Association. He was previously the Director of Airworthiness and Technical Standards at the Air Transport Association and project manager for new aircraft programs and government technical liaison for Continental Airlines. Before his employment at Continental, the Boeing Company employed him for 3 years in various engineering assignments.

Mont Smith, ATA – Mr. Smith is the Director of Safety at the Air Transport Association. He holds an Airline Transport Rating in Multi-Engine Airplanes and Rotorcraft - Helicopters with type ratings in the C-130, Falcon DA-20, the Gulfstream, and the Sikorsky SK-61. Mr. Smith flew Coast Guard helicopters, jets and heavy turboprop transports for 20 years. He is an FAA-licensed Ground Instructor. Mr. Smith has investigated several major military accidents and two NTSB-reportable civil aviation accidents. He graduated from the U.S. Coast Guard Academy in 1968, attended U.S. Naval flight school at Pensacola, Florida, in 1971 and earned a Master's Degree from the University of West Florida in Aeronautical Systems.

Thomas E. Zoeller, AAAE – Mr. Zoeller is the Vice President of Regulatory Affairs at AAAE. Before joining AAAE, he served as Chief of Staff of the FAA for Administrator Jane F. Garvey. Mr. Zoeller also served for a number of years on Capitol Hill as a legislative counsel and advisor to former Senator Wendell H. Ford (D-KY). He played a critical role in the drafting of the historic re-write of national telecommunications policy in the Telecommunications Act of 1996. In addition, he was a principal staff member in the drafting of the Federal Aviation Administration Reauthorization Act of 1996, which established a fixed-five year term for the FAA Administrator, and established the National Civil Aviation Review Commission. Mr. Zoeller earned a B.A. magna cum laude, in politics, from The Catholic University of America, and a J.D. from Seton Hall University. He is admitted to practice law in the State of New Jersey.

Dr. Earl F. Weener, FSF -- Dr. Earl Weener is a Foundation Fellow of the Flight Safety Foundation. He is currently co-chair of the Runway Safety Initiative at FSF. Previously, Dr. Weener was Chief Engineer - Airworthiness, Reliability and Maintainability, and Airplane Safety; and Chief Engineer - Systems Engineering at The Boeing Company. Dr. Weener was the initial leader of the Controlled Flight Into Terrain and Approach and Landing Task Force. In 2005, he received the Honeywell-Bendix Trophy for Aviation Safety. Dr. Weener is an active pilot with a commercial license and instrument and flight instructor ratings. He earned his Ph.D. in Aerospace Engineering from the University of Michigan.