

Captain Robert “Chip” Benton
United Airlines

Chip Benton has served with United Airlines over the past 34 years in various leadership positions. Having been a 737 Captain and Line Check Airman, he has also led development and FAA approval of computerized training record keeping systems, and has been responsible for various scheduling systems, pilot contracts and FAR 117 implementation projects.

His extensive Flight Operations experience has also included participation in pilot contract negotiations, Fatigue Risk Management Systems (FRMS) development, FAA approval and deployment as well as having been responsible for all aspects of pilot scheduling and staffing. He continues in his current management position working with industry, labor and the FAA to help better understand, educate and communicate all aspects of FAR 117.

Captain Benton graduated with a BA in Economics from Denison University and was a member of the Air Force ROTC program at Denison.

Jim Cacciaccaro
Flight Operations Fatigue Risk Management Manager
United Airlines

Jim is responsible for United's Flight Operations Fatigue Risk Management Program, including regulatory, voluntary, and company-elected components. He oversees the implementation of new regulations or standard operating procedures affecting the Fatigue Risk Management Program, and develops, implements, and monitors Fatigue Risk Management Systems to support United's 12,400 pilots. He serves as the coordinator of United's Fatigue Review Committee, facilitates United's Fatigue Management Steering Committee, and participates in the Flight Operations Safety Action Team.

In addition to Fatigue Risk Management, his experience at United includes Crew Scheduling, Corporate Safety: Quality Assurance and Regulatory Compliance, Health and Safety, Communications, Base Operations, Labor Relations, and Human Resources. Jim developed United's first formal Crew Scheduler training program and Crew Resources Procedures Manual, and led the development of United's Civil Reserve Air Fleet and Air Mobility Command scheduling policies and procedures.

Jim holds a bachelor of science degree in organizational communications from Ohio University.

Captain Darrell Cox**Mesa Airlines**

Darrell Cox has flown for Mesa Airlines for 17 years and is based in Dallas/Fort Worth, Tex. He is currently a Bombardier CRJ captain, additional aircraft flown include the Beechcraft 1900D.

Darrell has been a line check airman for the past 10 years, and has been involved with Air Line Pilots Association, Int'l for 14 years. His past and current ALPA committees include: Pilot to Pilot, Scheduling, Contract Implementation, PBS, Fatigue Review, Merger, and Flight Time/Duty Time. He was a member of the Flight/Duty Time Aviation Rulemaking Committee in 2009.

Captain Pete Davis

ALPA Flight-Time/Duty-Time Committee

Captain Davis is a CRJ900 captain for ExpressJet Airlines (formerly ASA) and is a member of ALPA's National Flight-Time/Duty-Time Committee. Captain Davis also served as an ALPA representative on the FAA's Aviation Rulemaking Committee for Pilot Flight, Duty, and Rest Limitations. The work of this committee ultimately led to the FAA issuing FAR Part 117 Flightcrew Member Duty and Rest Requirements.

Captain Davis previously served as the Scheduling chairman for the ASA Master Executive Council, and before that was a member of ALPA's National Pilot Training Committee.

Hired by ASA in April 1986, Davis is a former flight instructor. He graduated from Embry-Riddle Aeronautical University with a bachelor of science degree in aeronautical science. Captain Davis resides in Prescott, Ariz., with his wife and son.

Captain Paul Patrick Hagerty (Pat)
FedEx Express

Background

16-year civilian pilot with FedEx Express

Chairman, Fatigue Risk Management Committee, FedEx Airline Pilots Association

Member, Schedule Improvement Group, FedEx Airline Pilots Association

20-year military aviator

Instructor pilot

NATOPS (StanEval) pilot

Landing signal officer (LSO)

Flight Information

Civilian

Rating (highest): Airline Transport Pilot

Flight hours: More than 5,000

Aircraft: B-727, B-777, DC-10, MD-11

Military

Rating (highest) naval aviator (USN)

Flight hours: More than 3000

Aircraft flown: T-34, T-2, TA-4, T-45, F-14A/B

Operations: Southern Watch, Northern Watch, Deny Flight,
Provide Comfort

Education

1987—Bachelor of science, physics, U.S. Naval Academy, Annapolis, Md.

1989—U.S. Navy Flight School (primary, intermediate, advanced jet) NAS Pensacola, Fla.; and NAS Meridian, Miss.

1994—U.S. Navy Fighter Weapons School (Topgun); NAS Miramar, Calif.

1994–1997—Squadron, Training and Air Wing LSO schools; NAS Oceana, Va.

1999—Flight Instructor Training Course; NAS Pensacola, Fla.

2009—NTSB Investigating Human Fatigue Factors

Captain Jim Mangie
Delta Air Lines

Captain Jim Mangie is currently the program director, Pilot Fatigue, for Delta Air Lines. He is responsible for all matters concerning pilot fatigue mitigation, flight and duty time regulatory compliance, crew rest, and fatigue risk management. He also serves as the technical advisor to IATA for the ICAO Fatigue Risk Management Task Force and was the industry co-chair for the FAA Flight Crewmember Duty and Rest Requirements Aviation Rulemaking Committee in 2009. In his 27 years at Delta, he's held positions as a chief pilot, base regional director, and line operations general manager. In these positions he's been responsible for administrative support and operational performance of approximately 4,000 pilots in both the domestic and international system, as well as overall operational oversight of day-to-day line operations.

Captain Mangie has over 10,000 hours of airline and military flying experience. He has flown the B-727, B-757, B-767, DC9, MD88, T37, T38, and C130 B/E/H/H2.

Dr. Thomas Nesthus
Office of Aerospace Medicine, Civil Aerospace Medical Institute
Federal Aviation Administration

Dr. Nesthus worked for the USAF Crew Technology Division, Brooks Air Force Base, Tex., from 1986 to 1992. He supervised diverse aerospace medical research projects and was principally responsible for providing human factors performance research support to the Sustained Operations Branch, Flight Motion Effects Branch, Cockpit and Equipment Integration Lab, and High-Altitude Protection Function of the USAF Armstrong Research Laboratory. Research experience at Brooks AFB included the evaluation of high-altitude aircrew protection ensembles; pilot performance during severe hypobaric and acceleration stress; evaluation of the effects of hypobaric and hypoxic hypoxia on attention, cognition, and motor performance; and the assessment of cognitive performance during sustained operations with airborne warning and control system weapons directors.

He was hired by the FAA Aerospace Human Factors Research Division in 1992. Current focal research activities include evaluation of fatigue and performance associated with flight and cabin crewmembers, ATCSs, TechOps, and aviation maintenance technicians. He participates on numerous performance and fatigue-related DOT and interagency working groups. He has chaired the Aerospace Medical Association's Human Factors Committee (11 years) and the DOD Human Factors Engineering, Sustained and Continuous Operations Technical Advisory Group (12 years). He provides assistance as requested by the National Transportation Safety Board and the Department of Justice. He testified on the fatigue factors associated with the crash of Colgan Air Flight 3407 during the NTSB's public hearing in May 2009. He is currently assisting the Flight Standards Service–Air Transportation Division with the CFR Part 117, pilot flight and duty time and rest requirements, and the scientific evaluation of carrier FRMS proposals.

Captain Brian Noyes
United Airlines

Brian Noyes is currently a captain flying the B-757/767 for United Airlines based out of Houston. Prior to joining United in 1995, he worked as an instructor for Embry Riddle and Flight Safety International.

Captain Noyes has a wide range of experience across ALPA, and is currently on the UAL MEC System Schedule Committee, Fatigue Review Committee, FRMS Working Group, and a FAR 117 subject-matter expert. Brian is also a member of the ALPA National FTDT Committee and is the chairman of its FRMS subcommittee.

Captain Noyes graduated with a bachelor of science in aeronautical science from Embry Riddle Aeronautical University-DB.

Dale Roberts

**Air Transportation Division, Part 121 Air Carrier Operations Branch
Federal Aviation Administration**

Dale Roberts has been assigned to the Federal Aviation Administration's Air Transportation Division, Part 121 Air Carrier Operations Branch, for the previous eight years. He is responsible for flight- and duty-time limitations and rest requirements, fatigue risk management, Fatigue Risk Management Plans, Fatigue Risk Management Systems, and fatigue-related rulemaking.

Prior to coming to the FAA, Mr. Roberts served 22 years in the airline industry as a pilot conducting Part 121 operations. He has extensive experience in passenger-carrying operations along with all-cargo domestic and international long-haul operations.

Mr. Roberts holds an airline transport pilot certificate with several airplane type ratings, a flight engineer-turbo-jet certificate, a certified flight instructor certificate (CFII/MEI), and ground instructor certificates. He earned a bachelor of science in business from the College of Charleston, S.C.

Captain Nick Seemel

Jazz Aviation

Captain Nick Seemel began his flying career in Northern Canada as a bush pilot, and is currently a line training captain with Jazz Aviation, which primarily does business as Air Canada Express throughout North America. Nick has been an ALPA member since 1987, and has served as a volunteer in various portfolios, including elected representation and contract negotiations. An ALPA safety volunteer since the late 1990s, he served as an accident investigator, including participation in investigation of the SWR 111 accident off the coast of Nova Scotia. As Transport Canada developed the CARs for SMS, Nick was actively involved in the CARAC process and the development and certification of SMS at his airline.

Nick worked with his management to develop and write the agreements for the nonpunitive safety reporting process and the Flight Data Monitoring program at his airline. He has shared, as a contributing author, some of his experience with just culture and the negotiation of the nonpunitive hazard identification reporting agreement at his airline in the 2011 book, *Implementing Safety Management Systems in Aviation*.

As the ALPA Jazz Master Executive Council Air Safety chairman, Nick has an extensive volunteer staff and, working in partnership with his airline management, represents his membership as he continues to be instrumental in the day-to-day safety management. He also teaches the SMS and risk-assessment portions of the ALPA Risk Management Course. Nick is currently representing IFALPA on the ICAO Safety Management Panel amending and updating ICAO Annex 19 and the Safety Management Manual.

Married with two daughters, on many mornings you can find Nick watching the sunrise on his surfboard off the coast of Nova Scotia.

Capt. Don Wykoff
Chairman, Flight Time/Duty Time Committee

Capt. Don Wykoff, a pilot for Delta Air Lines, serves as chairman of the Flight Time/Duty Time Committee for his home association, the Air Line Pilots Association, Int'l (ALPA). In this role, he is responsible for the development of scheduling guidelines and best practices for the mitigation of pilot fatigue.

Wykoff recently served as co-chair of the FAA's Aviation Rulemaking Committee, which was charged with a complete overhaul of the FAA's flight- and duty-time regulations. He has held numerous other leadership positions, including ALPA executive administrator and Negotiating Committee chairman for the Delta MEC.

Captain Wykoff is the past president of the International Federation of Air Line Pilots' Associations (IFALPA), having served two two-year terms at the federation which represents over 100,000 airline pilots represented by more than 100 member associations from around the world.

Hired by Delta in June 1988, Wykoff flies the B-737. 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, majoring in finance.

Wykoff resides in Cincinnati, Ohio, with his wife, Susan.