



John D. (Dave) Canoles

Career

Accomplishments

- 35 years experience with Federal Aviation Administration
- 18 years in Senior Executive Positions
- Appointed by the Secretary of Transportation to develop and lead an independent safety oversight organization to oversee the nation's air traffic control system.
- Directed and revamped emergency operations for the FAA following 9-11-01.
- Extensive experience as Agency spokesperson with National Media and high visibility public hearings.

Professional experience

2006-Present: Independent consultant on aviation-related matters specializing in domestic and international air traffic standards and procedures.

2004-2006: The Secretary of Transportation in 2004 created a new position within the FAA to oversee and regulate the agency's air traffic control system, and appointed me to create, staff, and lead this new organization. Employing the latest safety management techniques, including ISO 9000 and Safety Management System, I developed an organization that is providing independent oversight in accordance with ICAO standards over the largest and most complex air traffic system in the world, a system that controls some 175,000 takeoffs and landings every day. The organization oversees these daily operations through audits of field facilities and employee performance, and ensures safety through reviews of national procedures and programs.

2001-2004: Following the terrorist attacks on 9-11-01, I was appointed to the position of Director of Emergency Operations for the FAA. My first charge was to design and build an Emergency Operations Center to house the FAA and Transportation Security Administration (TSA) employees who would monitor the security of the nation's airspace. This \$8-million facility was completed in less than a year and is a 24-hour/seven-days-a week operation with state-of-the-art secure and non-secure communications capabilities that instantaneously links the FAA, TSA, military, security and

law-enforcement organizations. In addition to overseeing the monitoring of U.S. airspace, I also led the revitalization of the FAA's plans for continuity of operations in national crises and other national defense programs.

1990-2001: I was the Director for the Office of Air Traffic System Effectiveness, overseeing the performance of more than 600 air traffic control facilities nationwide. My organization also was responsible for investigating aircraft accidents and supporting the Department of Justice in any subsequent litigation against the federal government. As director of this office, I served as a principal witness at National Transportation Safety Board (NTSB) hearings on several high-profile accidents, including Korean Air 801, Egypt Air 990, and TWA 800. I frequently briefed the national media and testified before Congress on air traffic matters relating to major accidents. As a member of the Air Traffic Executive Management Team, I helped orchestrate the grounding of all aircraft in the United States following the terrorist attacks of 9-11-01 and oversaw the subsequent restoration of flights in the days following the attacks. This experience was documented in a special series of articles reported by Alan Levin in *USA Today* published on the first-year anniversary of the attacks.

1987-1990: I was the Manager of the FAA's Eastern Regions Air Traffic Division with jurisdiction over approximately 3,500 employees who were responsible for providing all air traffic control services for New York, New Jersey, Delaware, Maryland, Virginia, West Virginia, Pennsylvania and the District of Columbia. I managed an annual operations budget of approximately \$290 million dollars and represented the FAA as chief spokesperson for air traffic issues throughout the region.

1971-1990: I held a variety of management appointments after beginning my career as an air traffic controller and moving through progressively more responsible and challenging positions that included managing the air control towers in Erie, Pennsylvania, and Newark, New Jersey.

Education

University of Virginia, Darden School of Business, "Leading in a Connected World," November 2004.

University of Virginia, Darden School of Business, "Mastering Visionary Leadership," April 1993.

Federal Executive Institute, "Leadership for a Democratic Society," October 1989.

FAA executive and managerial training: Managerial Effectiveness, 1982; Management Objectives, 1983;

The Managers Course, 1984; Executive School, 1985;
Executive School Phase II, 1986; Managerial and
Supervisory Effectiveness, 1988; Commitment to Mastery,
1989; Congressional Testimony Workshop, 1990;
Effective Mediation, 1996.

Air Traffic Managers Course, August 1984

ATC Orientation Course, Terminal, January 1984

ATC Operational Remembering and Listening, July 1983

OJT Techniques for Air Traffic Control Specialists, April 1983

Supervisors Course, May 1979

Facility Instructor Training, February 1978

Fundamentals of Supervision, May 1976

Computer Theory and Operations for Air Traffic Control,
February 1974

Terminal Interim Training Course, August 1971

Attended West Virginia State College, 1969.

CERTIFICATES AND RATINGS

Control Tower Operator Certificate

Facility Ratings;

Lynchburg, VA (LYH), Charleston, WV (CRW), Norfolk, VA
(ORF)

Designated CTO Examiner, Erie PA (ERI)

Certificate of Authority to take Weather Observations, NOAA

Awards received

Secretary of Transportation Medal for Meritorious Service and
Sacrifice related to the terrorist attacks of 9-11-01, July
2003.

FAA senior executive performance awards: 2004, 2003, 1994 and
1991.

FAA management awards: 1987, 1986, 1985 and 1984.

TESTIMONY WITHIN PAST FOUR YEARS

Deposition, Patrick J. McGroder, et al., June 21, 2007, mid-air collision, Torrance, CA.
Deposition, Charles M. Finkel, et al., February 19, 2008, CFIT Brown Field, CA.
Deposition, Frank Coppola, et al., February 25, 2009, Excel Jet v. USA, crashed on takeoff, Colorado Springs, CO
Deposition, April 9, 2009, Steven C. Marks, et al., Zinn v. US, crashed vicinity of thunderstorms. Port Saint Lucie, Florida
Deposition, November 18, 2009, John P. McNicholas, et al., Berling v. US, crashed on approach to Hawthorne, CA
Deposition, January 19, 2010, Steven C. Marks, et al, Mucha v. CI 2 Aviation

United States District Court, Central District of California,
Heyworth vs.
US, DOT, FAA May 1, 2008
United States District Court, Southern District of Florida, Zinn vs.
US, DOT, FAA August 17, 2009
United States District Court, District Of Colorado EXCEL-JET,
Ltd. Vs. US, DOT May 11, 2010
Arbitration Tribunal, London UK, re. GOL-Legacy Midair over
Brazil
London, England July 2011