



Lyle A. (Tony) Mello

CAREER ACCOMPLISHMENTS

- 4 years Air Traffic Control experience with the United States Air Force
- 38 years experience' with Federal Aviation Administration
- 6 years in Senior Executive Positions
- Designated lead by the Chief Operating Officer (COO) to develop and implement a Safety Reporting System for the Air Traffic Controllers (ATSAP). This reporting system, along with newly developed technology that detects losses of separation, will help identify risk in the Air Traffic (AT) system. This helps us to develop mitigations to reduce this risk through new procedures, technology and establishing safety standards.
- Following the attacks of 09/11/01, I was Directed by the COO to stand up the Domestic Events Network (DEN), where all parties, internal and external to the FAA, monitor the National Airspace System (NAS) to help identify and mitigate threats to the aviation system and its users. The DEN still operates 24/7 today with DOD, local and national law enforcement, Homeland Security, TSA and all FAA facilities.
- Provide the COO daily briefings on Incidents, Accidents and newsworthy events that occurred throughout the NAS.
- Identified by the COO as the focal executive to brief Congress, the Media and Local and State Officials on Air Traffic Incidents and Accidents.

PROFESSIONAL EXPERIENCE

Federal Aviation Administration, Washington DC- Director of Operations
2015 - 2019

Director of Operations for the Central Service Area (CSA), overseeing 250 FAA, Contract Tower and DOD facilities. The CSA covered an area from the Canadian border to the North, the Gulf Coast to the South, Denver to the West and Pittsburgh to the East to include approximately 6,000 employees located in field facilities. I reported to the Vice President of Air Traffic Services, my responsibilities included budget, staffing, safety, procedures, requirements and quality control. My region covered some of the busiest airports in the country, and in the world, such as Chicago, Detroit, Dallas Fort Worth and Houston to name a few. It had two of the largest Cargo Operations at Memphis TN (FedEx) and Louisville KY(UPS), and the largest annual airshow at Oshkosh WI. Air Traffic Operations is always a challenge but with highly trained professional controllers, supervisors and managers, we maintain one of the highest levels of safety in the world.



Federal Aviation Administration, Washington DC- Director of Terminal Operations 2011 - 2015

Director of Terminal Operations (Headquarters) responsible for all FAA Towers and Radar Approach Controls, Contract Towers, and DOD Terminal Facilities throughout the United States including Alaska, Hawaii and Puerto Rico. While providing oversight of these facilities, my duties included staffing, procedures, equipment, requirements, training and budgets.

Federal Aviation Administration, Washington DC- Director of Safety 2005 - 2011

With the establishment of the Air Traffic Organization (ATO), I was asked to move to the ATO Office of Safety as a Director of Safety for Terminal and Enroute facilities reporting to the VP of Safety. This required 24/7 reporting of incidents, accidents and newsworthy events, briefing up to the VP and COO. I was tasked with streamlining the Evaluation Program and Investigations for all incidents and accidents. I combined the 2 directorates and cross-trained the employees, ultimately reducing the manpower needed to run the operation. This allowed us to identify risky behaviour in the Air Traffic system and developed mitigations to reduce/eliminate risk.

We evaluated 300 facilities on a 3-year rotation, holding managers accountable for corrective action to identify deviancies and non-compliance. All information and data was provided to the Safety Oversight Office (AOV).

My accomplishments during this time in Safety Services were:

- Completed an Airport Design Competition to raise student awareness at U.S. universities, highlighting airports as a vital and interesting area for engineering and technology careers. Students from 16 colleges and universities submitted 34 proposals addressing current challenges in airport operations and maintenance, runway safety/runway incursions, and airport environmental interactions.
- Secured funding from the Runway Incursion Reduction Program (RIRP) to support development and implementation of Runway Status Lights (RWSL) at selected airports (DFW) DTW). I provided support to an RWSL investment decision to increase investment in this key safety technology at 19 of the busiest airports over the next 6 years.
- Volunteered Safety Services to serve as the Call-to-Action lead for the ATO, and supported CAST (Commercial Aviation Action Team) items and research to support discussions.



- Developed briefing and training materials for the 2007 ATO Leadership Summit, my staff led the safety portion for 1000 ATO leaders. Results of the safety culture survey from 2006 were delivered, and a new survey was administered to all participants and selected facilities.
- Served as a member of the Federally Funded Research & Development Companies (FFRDC) Executive Board during 2007, where approval of work-plans used to allocate MITRE CAASD resources across FAA lines-of-business was accomplished.
- Under my Directorate, we secured funding and provided Safety Risk Management (SRM) instruction in over 60 classes for more than 2,000 ATO employees. This support allowed for development of operationally critical SRM cases and waivers that were subsequently approved. Through this support, operational improvements at several facilities were achieved without any sacrifice in safety performance and maintained efficiency.
- Successfully developed the Safety Management System (SMS) Order and SMS Implementation Plan and received approvals from the Administrator and Chief Operating Officer respectively, over a 12 month period. These standardized system safety policies and requirements for the Air Traffic Organization (ATO) provide a basis for SMS implementation.
- Conducted audits of Safety Risk Management (SRM) activities within the Air Traffic Organization (ATO) during 2007. Safety Services staff successfully completed their first Safety Management System (SMS) audit conducted by the Air Traffic Safety Oversight Service (AOV), and we supported the first International Civil Aviation Organization (ICAO) Safety Audit of the FAA. Safety Services was the ICAO Safety Audit lead for the ATO, and these actions strengthened the safety performance and culture within the ATO.
- Developed and conducted Safety Risk Management (SRM) practitioner training courses. These became mainstream and are now conducted at the Center for Management and Executive Leadership (CMEL). I ensured that Safety Services funding and opportunities for National Air Traffic Controllers Association (NATCA) executives and safety officials were available, in order for them to attend safety risk management (SRM) training. Safety Service supported 4700 hours in over 700 classes for ATO employees to receive Safety Management System (SMS) training. 100% of Safety Services employees have received this training, and for many, this first exposure to the SMS permitted the ATO to leverage these trained employees to reach FAA goals associated with SMS implementation.



Federal Aviation Administration, Washington DC

1999 - 2005

I served as an Investigator, Manager, Assistant Division Manager and Division Manager in the office of Air Traffic Investigations, reporting to the Director. The office was responsible for 24/7 coverage of the NAS and briefing the Director and Administrator of Air Traffic daily on incidents in the system. We worked with the FAA Office of Accident Investigations and the NTSB on severe incidents and accidents. I investigated the Air Traffic handling of over 100 aircraft accidents and traveled onsite to over 40 accidents leading the air traffic portion of the NTSB ATC group. I was also tasked with providing coverage to the FAA Office of Accident Investigation to serve as the FAA Investigator in Charge (IIC). I attended on-site investigations and provided field team support on the ATC group. Some of the noteworthy accidents I supported include: ValuJet 592 Miami FL, American Eagle 4184 Roselawn IN, Alaska Airlines 261 Southern CA, Northwest Airliner 5719 Hibbins MN, USAir 1016 Charlotte NC, USAir 427 Pittsburgh PA, USAir 5050/405 LaGuardia NY and AAL 587 JFK NY.

EDUCATION

- Community College of the Air Force
 - University of New Hampshire
 - Federal Executive Institute, “Leadership for a Democratic Society”
- Federal Aviation Administration Training
- Air Traffic Managers Course
 - ATC Orientation Course, Terminal and Enroute
 - ATC Operational Remembering and Listening
 - Techniques for Air Traffic Control Specialists
 - Facility Instructor Training, FIT
 - Fundamentals of Supervision, Phase I, II and III
 - ATC Facility Managers Course
 - Accident Investigation Course, Oklahoma City OK
 - Helicopter Accident Investigation Course, Fort Worth TX
 - Expert Witness in Aviation Litigation, University of Southern California



CERTIFICATIONS

- Control Tower Operator Certificate, Pease AFB (PSM) Portsmouth NH
- LaGuardia Tower, Flushing NY
- Baltimore Tower, Baltimore MD

FACILITY RATINGS

- Pease AFB Tower, LaGuardia Tower, Baltimore Tower, San Juan CERAP (Combined En Route Radar Approach Control), Washington Center Area E
- FAA Liaison to Patuxent Naval Air Station
- Designated CTO Examiner, Martin State Airport (MTN), Ft Meade Tower and Aberdeen Tower (Phillips AAF), Patuxent Naval Air Station
- Certificate of Authority to take Weather Observations, NOAA

AWARDS RECEIVED

- Executive Award 2015, 2016, 2017, 2018, 2019
- Manager's Award 2005-2014