



Verification and Validation Summit 2012 October 10-11, 2012

Speaker Biographies

Scott D. Altman (CAPTAIN, USN, RET.)

PERSONAL DATA: Born August 15, 1959 in Lincoln, Illinois. Married to the former Jill Shannon Loomer of Tucson, Arizona. They have three children. Hometown is Pekin, Illinois, where his parents, Fred and Sharon Altman, currently reside.

EDUCATION: Graduated from Pekin Community High School, Pekin, Illinois in 1977; received Bachelor of Science degree in Aeronautical and Astronautical Engineering from the University of Illinois in May 1981, and a Master of Science degree in Aeronautical Engineering from the Naval Postgraduate School in June 1990.

ORGANIZATIONS: University of Illinois Alumni Association, Sigma Chi Alumni Association, life member Association of Naval Aviation and Military Order of the World Wars.

SPECIAL HONORS: Defense Superior Service Medal, Legion of Merit, Distinguished Flying Cross, Defense Meritorious Service Medal, Navy Strike/Flight Air Medal, Navy Commendation Medal, Navy Achievement Medal, 1987 Award winner for Outstanding Achievement in Tactical Aviation as selected by the Association of Naval Aviation. NASA awards include the Distinguished Service Medal (NASA's highest form of recognition), the Outstanding Leadership Medal, the Exceptional Service Medal and four Space Flight Medals.

EXPERIENCE: Commissioned as an Ensign in the United States Navy in August 1981, received his Navy wings of gold in February 1983. Based at NAS Miramar, Altman completed two cruises flying the F-14A Tomcat. In August 1987, he was selected for the Navy Test Pilot School and graduated with Test Pilot School Class 97 in June 1990. Deploying in 1992 with VF-31 and the new F-14D, he was awarded the Navy Air Medal for his role as a strike leader flying over Southern Iraq. Following return from this deployment, he was selected for the astronaut program. He has logged over 7000 flight hours in more than 40 types of aircraft.

NASA EXPERIENCE: Altman reported to the Johnson Space Center in March 1995 as an astronaut candidate. He was the pilot on STS-90 (1998) and STS-106 (2000), and the mission commander on STS-109 (2002) and STS-125 (2009). Following two years as Shuttle Branch Chief for the Astronaut Office and lead for the Cockpit Avionics Upgrade, in 2005 he was assigned on temporary duty to NASA Headquarters as Deputy Director, Requirements Division of the Exploration Systems Mission Directorate. On returning to Houston, and following STS-125, he served as the Chief of the Exploration Branch of the Astronaut Office. A veteran of four space flights, Altman has logged over 51 days in space.

SPACE FLIGHT EXPERIENCE: STS-90 Neurolab (April 17 to May 3, 1998). During the 16-day Spacelab flight the seven person crew aboard Space Shuttle Columbia served as both experiment subjects



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and operators for 26 individual life science experiments focusing on the effects of microgravity on the brain and nervous system.

STS-106 Atlantis (September 8-20, 2000). During the 12-day mission, the crew successfully prepared the International Space Station for the arrival of the first permanent crew.

STS-109 Columbia (March 1-12, 2002). STS-109 was the fourth Hubble Space Telescope (HST) servicing mission. The STS-109 crew successfully upgraded the Hubble Space Telescope during a total of 5 EVAs in 5 consecutive days. STS-109 culminated in a night landing at Kennedy Space Center, Florida.

STS-125 Atlantis (May 11-24, 2009) was the fifth and final Hubble servicing mission. The 19 year old telescope spent seven days in the Shuttle's cargo bay undergoing an overhaul conducted over five back to back spacewalks. The crew overcame frozen bolts, stripped screws, and stuck handrails to complete all mission objectives. The refurbished Hubble Telescope now has four new or repaired scientific instruments, new batteries, new gyroscopes, and a new Command and Data Handling computer. The STS-125 mission traveled over 5.3 million miles in 197 Earth orbits, and ended with a day landing at Edwards AFB following two days of wave offs due to poor weather in Florida.

POST NASA EXPERIENCE: Altman left NASA in September 2010 to join ASRC Research and Technology Solutions in Greenbelt, Maryland as Vice President for Strategic Planning. He is responsible for leading Business Development activities as well as coordinating operational efforts providing engineering services to several Federal agencies, including NASA, the FAA and the US Navy.

Harry Bilicki joined the Federal Aviation Administration William J. Hughes Technical Center in July 1989 and has nearly 30 years of overall test experience. He has in-depth knowledge of the NAS, the FAA acquisition process, and most importantly, the Test and Evaluation arena, where he has performed in numerous engineering, leadership and management roles. He is currently serving on the ATO NextGen & Operations Planning Test Standards Board as a Communication Test Specialist. Prior to joining the FAA, Harry provided senior engineering support to the US Navy's Surveillance, Weapon and Fire Control Systems on the AEGIS program and as a developer of the US Army's Combined Aviation and Artillery Trainers.

Harry holds a bachelor's degree in Electrical Engineering from Trenton State College (n.k.a. The College of New Jersey) graduating cum laude. He has been nominated for the Outstanding Engineer Award and the Outstanding Technical Leadership Award by the South Jersey Chapter of the Institute of Electrical and Electronic Engineers (IEEE). He has been a member of the ATCA since 1993.



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Rich Bormann is the Director of Engineering for R4 Incorporated and is responsible for full life-cycle software engineering. He leads R4's engineering efforts across all business lines including the Federal Aviation Administration (FAA), Departments of Defense and Homeland Security.

Rich has a wide variety of experience covering the architecture, design and development of projects ranging from research and development to production. He is particularly focused on developing customer-focused applications in the area of intelligent agents, decision support, expert systems, and robotic elements supporting system of systems and network centric efforts for live, virtual, and constructive environments. Rich is also involved in developing real-time mobile and web-based solutions.

Currently Rich and his team are building a System of System Assessment Platform for FAA Verification and Validation (V&V).

Rich holds a Masters of Science from Stevens Institute of Technology.

Vincent Capezzuto

Currently, Vincent Capezzuto serves as the Director of Air Traffic Systems in the Program Management Organization. Within this directorate he is responsible for systems that support daily tactical operations, as well as executing new surveillance and automation tools that are forming the basis for the Next Generation Air Transportation System (NextGen). He oversees these systems from the very beginning by defining characteristics and requirements, then moving to design and development and then manages the systems through deployment and sustainment.

In Capezzuto's previous role as the Director of the FAA's Program Operations, he coordinated and obtained funding for managing the portfolio of surveillance, air traffic control automation, and flight plan systems for the Oceanic and En Route domain.

Prior to Director, Capezzuto served as a FAA senior engineer, and was integral in transitioning concepts and technologies from research to production on many FAA projects.

Capezzuto has been with the FAA for 15 years. Prior to joining the FAA, he worked for private sector companies including United Technologies, Westinghouse and Republic Electronics. He was involved in the design, integration, test, implementation, and manufacturing of electronic equipment for commercial, civil, and military applications.

Capezzuto is a graduate of George Washington University where he obtained a Master of Science Degree in Systems Engineering. He holds a Bachelor of Technology Degree from New York Institute of Technology.



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James Daum is the Safety & Information Security Division Manager and Information Systems Security Manager (ISSM) for the NextGen Operations Organization. He joined the FAA in 2003 as a Safety Engineer assisting in development of the ATO's Safety Management System (SMS). He has participated in the implementation and management of SMS in the NextGen Organization as both a service unit and now as a Staff Office. Recently he was chosen to lead the integrated Safety and Information System Security Division to spearhead the synthesis of information security and safety in NextGen Initiatives. Prior to his FAA career, he spent 7 years with the Boeing Company as a Crew Systems/Human Factors Engineer developing helicopter and tilt-wing aircraft cockpits. Mr. Daum has held positions as an Aircraft Accident Investigator, Senior Safety Engineer, Safety Manager, Design Engineer, and Manufacturing Engineer. He is currently a Maintenance Test Pilot and officer in the U.S. Army National Guard, and he served as a Helicopter Pilot in Operation Iraqi Freedom. He holds Commercial Multi-Engine Airplane and Helicopter Pilot Certificates. Mr. Daum holds a Bachelor of Science Degree in Mechanical Engineering Technology from the University of Dayton.

Dr. Wilson Felder is the Director of the FAA's William J. Hughes Technical Center in Atlantic City, NJ. The Center is the Nation's leading laboratory facility for engineering, research, development, test and evaluation of air transportation systems. It is known for its world-class laboratories and high fidelity aviation system test facilities. Here, the air traffic control automation, communications, navigation and surveillance systems needed to modernize the National Airspace System are tested and evaluated for deployment, and research is conducted in airport, aircraft, fire safety and aviation security. The Center also serves as host and landlord to the 177th NJ Air National Guard Fighter Wing, the Transportation Security Laboratory, a U.S. Coast Guard Air Station, an international airport, and the primary training facility for the Federal Air Marshal Service, all of which work together to foster the development of future aviation systems. Previously, Dr. Felder led the FAA's Office of Technology Development, where he was responsible for field demonstration of advanced technologies including ADS-B, System Wide Information Management, and Runway Incursion Reduction concepts. He also served as the sponsor for the National Center of Excellence in Aviation Operations Research.

Prior to joining the FAA, Dr. Felder was employed by TRW, Inc, where he retired, after 23 years of service, as Vice President, Aviation Services. At TRW, he led the company's engineering services business with the FAA and the aviation community. Between 1990 and 1998, he managed a variety of engineering services projects, before being named to the Aviation Services assignment. Earlier, he led an engineering Department and several Navy and Air Force system engineering projects. He was an active leader of the employee charity organization, academic fellowship program, and management training program.

An instrument rated Private Pilot, Dr. Felder has long been active in the aviation community. He is a Fellow of the American Institute of Aeronautics and Astronautics, and serves on the Board of the Institute as Vice President, Standards. He is a member of the Dean's Advisory Board of the Rowan University School of Engineering, the Board of the United Way of Atlantic County, the Atlantic City Chamber of



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Commerce, the Board of the New Jersey Aviation Research and Technology Park, and the Executive Board of the Jersey Shore Council, Boy Scouts of America. He is also a member of the BSA's National Advisory Committee for Aviation Exploring. He has been active in NDIA, AFCEA, GEIA and ATCA. He was a member of the FAA Administrator's Research, Engineering, and Development Advisory Committee, and is a graduate of the TRW Business Leader Program and the George Washington University School of Business Executive Development program. He is an MIT Seminar XXI Fellow. He received the Air Traffic Systems Development Director's Award in recognition for his service to the Advanced Automation System Recovery effort; and the "First to the Future" award from the FAA's Alaska Region for his work in pioneering the use of advanced avionics and surveillance systems in Alaska. He is a member of the ADS-B Team which was awarded the Collier Trophy in 2008, and was named 2008 "Manager of the Year" by the National Coalition of Hispanic Federal Aviation Employees.

Dr. Felder served for 24 years as an active and reserve Naval Officer, retiring from the active reserve with the rank of Commander (Special Duty, Intelligence), after having served as the Intelligence Officer for the Carrier Group 4 reserve unit, and as Executive Officer of Naval Air Station Keflavik RU 0166. He is a former District Commissioner, Boy Scouts of America; a former member of the Vestry of All Saints Episcopal Church, Chevy Chase parish, and a former member of the board of the West Point Parents Club of MD/DC/VA.

Dr. Felder graduated from the University of Virginia with a BA in Geology in 1968. He later earned MA (1973) and PhD (1978) degrees from that same institution, with a concentration in Environmental Science.

He resides in Somers Point, New Jersey, and Chevy Chase, Maryland, with his wife Laura. His son Will is a student at Emory Law School in Atlanta, GA. His daughter Julia is a funds coordinator for EMAlternatives, an international capital investment firm located in Washington, DC.

Donald Firesmith is a senior member of the technical staff at the Software Engineering Institute (SEI), where he has worked for the last 10 years in the Acquisition Support Program helping the US Department of Defense and other Governmental agencies acquire large, complex, software-intensive systems. His main areas of expertise are requirements engineering, system and architecture engineering, object-oriented development, and situational method engineering. He has published dozens of articles, spoken at numerous conferences, and has been the program chair or on the program committee of several conferences and workshops. Approximately 200 of his publications and presentations can be downloaded from his personal website: donald.firesmith.net. He has taught over a hundred courses in industry and tutorials at conferences. He has published 6 technical books based on lessons learned during his 34 years of developing and technically assessing systems ranging from both manned and unmanned aircraft to commercial information systems like those used at the Chicago Board Options Exchange. He is currently completing a book on engineering safety and security requirements. He is also the founding chair of the



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OPEN Process Framework (OPF) Repository organization www.opfro.org, which provides the world's largest free open-source website documenting over 1,100 reusable method components.

John Frederick is a graduate from Drexel University (Philadelphia) with a BS in Computer Systems Management. Mr. Frederick has over 26 years of T&E experience with Federal Aviation Administration (FAA) systems. In the early part of his career, as both a support contractor and FAA employee, Mr. Frederick has worked as a National Airspace System (NAS) programmer, test engineer, simulations developer, and Operational Test and Evaluation (OT&E) lead on Air Traffic Control automation systems. Mr. Frederick has supported or led T&E efforts on over 12 major FAA automations programs in the past 26 years. A large portion of his career in the FAA was dedicated to working as an FAA Test Director and Test Program Manager on major FAA acquisitions of En Route Air Traffic Control (ATC) automation systems. As Chief Test Engineer and Subject Matter Expert (SME), Mr. Frederick has consulted with the Department of Defense (DOD) and international agencies on Test and Evaluation (T&E), and provided T&E guidance and consultation to many other FAA T&E programs. In the past 7 years, he has served as the Test Standards Board Chairman to establish test standards and provide quality T&E oversight for the FAA. Mr. Frederick is the current acting manager for the Verification and Validation Strategies and Practices Branch at the FAA Technical Center. He is also the International Test and Evaluation Association (ITEA) South Jersey Chapter President and serves as the T&E representative for the FAA Technical Center on the FAA Acquisition System Advisory Group.

Kimberly Gill is the Manager of the NAS Requirements Services Division within NextGen's NAS Systems Engineering Services Directorate of the Federal Aviation Administration's (FAA). In this role, she is responsible for the development and management of NAS enterprise level requirements and for ensuring compliance to these requirements when new equipment or changes to existing equipment are integrated into the NAS. Her division facilitates programs in developing technically and fiscally responsible requirements for Investment Decisions throughout the AMS process. Her requirements experts participate in requirements development to ensure all critical requirements are identified for investment decisions and that requirements are written to promote competition and solid understanding for smooth contract administration and program execution. In support of that role, the division maintains the Program Requirements Document template and provides access and technical support for DOORS (Dynamic Object Oriented Requirements System) which is the agencies chosen requirements management tool. Her division also provides technical support to the NAS Configuration Control Board to ensure changes to operational equipment in the NAS do not compromise enterprise requirements. On behalf of ATO NAS System Engineering Services, Kimberly's division provides and updates content to about 60% of all Systems Engineering Training. She also leads the FAA's Systems Engineering Manual (SEM) updates and her division is responsible for keeping it current and relevant to the FAA community. The SEM encapsulates best practices for conducting systems engineering activities in the FAA by integrating the experience of the FAA's most senior Systems Engineers and documented best practices from the Systems Engineering industry and academia.



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Prior to her current position, Kimberly managed Systems Engineering for Airport Terminal Operations. Kimberly was first an implementation lead and then a program manager for several FAA programs, with budgets exceeding \$1 billion. Her assignments ranged through all phases of the AMS process. She was the first program manager to go through Investment Analysis and get a JRC Investment Decision under the Acquisition Management System (AMS), which is the FAA's alternative to the Federal Acquisition Regulations (FAR).

Kimberly has an MS degree in Technical Management, specializing in Project Management and Systems Engineering from the Johns Hopkins University. She also has a BS degree in Electrical Engineering from the University of Maryland. Her relevant working experience prior to the FAA includes Naval Intelligence, Department of the Interior and Martin Marietta.

Maureen Keegan is the Joint Planning and Development Office (JPDO) Integration Manager and Strategic Interagency Initiatives Division Director. Ms. Keegan has been with the Federal Aviation Administration (FAA) for 20 years, the last four in her current position with the JPDO. Prior to that role, Ms. Keegan has been involved with program management of several systems for the National Airspace System (NAS). Her area of expertise covers all phases of development and implementation for en route, terminal, and flight service systems. Prior to joining the FAA, Ms. Keegan spent 10 years specializing in Independent Verification and Validation (IV&V) and systems engineering of real-time complex systems supporting the Air Force and the FAA. Maureen Keegan has a bachelor's degree in Information and Systems Science from Stockton State College.

Vince Lasewicz, Jr. is an Electronics Engineer in the Laboratory Services Division at the William J. Hughes Technical Center (WJHTC). He is currently the Laboratory Integration Lead and coordinates system integration activities to establish laboratory platforms for users who perform a variety of activities that include research & development, test & evaluation, and integration of new systems into the National Airspace System (NAS).

Mr. Lasewicz has over 27 years of broad-based experience in the Technical Center's air traffic control laboratories and has specific expertise the design, development, operation, and management of laboratories that support real-time human-in-the-loop simulations. Mr. Lasewicz has held several management positions in these areas.

Most recently Mr. Lasewicz has been instrumental in preparing the Technical Center's laboratories to support the development and implementation of the FAA's next generation (NextGen) air transportation system. He provided leadership in the design and development of the Technical Center's NextGen Integration & Evaluation Capability (NIEC). Mr. Lasewicz is also working with the leadership of the Next Generation Aviation Research & Technology Park in Egg Harbor Township as a subject-matter-expert on the WJHTC laboratory capabilities. He holds a BS degree in Electronics Engineering from the University of Scranton and has completed graduate courses in data communications and human factors.



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David M. Lee is entering his third year at Drexel University's Honors College. He is majoring in Electrical Engineering and also plays percussion for the school's concert band, pep band, and vocal jazz ensemble. For his first co-op opportunity, he took a position as a student trainee with the Verification and Validation (V&V) Branch of the Federal Aviation Administration at the William J. Hughes Technical Center in Atlantic City, New Jersey. He gained hands on experience learning the National Airspace System (NAS) and applied his knowledge through Adobe programs such as Flash Professional and Dreamweaver. With these tools, he put together various animations that represent how the NAS works today, and how it should work in the future. He learned about the new NextGen transformational programs, ADS-B, SWIM, Data Comm, NVS, and NNEW, and has incorporated them into a creative media. He plans to work part-time from Drexel University's campus over the next 6 months to continue his learning and contribution to the V&V group.

Valerie Outlaw Lee recently began work within James Washington's Acquisition and Career Management Group as the Engineering Lead for the establishment of the Test & Evaluation and System Engineering Competency and Certification Development efforts. The Acquisition and Career Management position was a position transferred from the office of Leadership and Professional Development where Ms. Lee began her work experience within FAA. Hired as a result of her test instructor background with Army Test and Evaluation Command (ATEC), Ms. Lee was assigned as the curriculum lead for both System Engineering and Testing.

Ms Lee acquired her formal training beginning with a BS in Industrial Engineering from North Carolina A&T State University. She began her professional career in the R&D community at the Chemical Biological Defense Command as an Engineering Intern. While working in the Chemical and Biological acquisition community, she held several positions and completed her MS in Engineering Management with a minor in Operations Research from the Florida Institute of Technology. Her initial intern work covering a 7-year span was as a Quality Assurance Engineer providing support to the development of new Chemical Biological Defense Equipment and assessments of Accelerated and Stockpile Storage Reliability. As the Chemical Biological Defense Command went through several name changes over the next 7 years, Ms. Lee continued her career within the organization holding several positions to gain experience and broaden her knowledge and capabilities. Her positions included Exercise Coordinator for the Homeland Security Domestic Preparedness Program, Operations Research Analyst for the Decision Analysis Directorate, and Manager for the Surveillance and Post Production Analysis Team, as well as two detail assignments for special access programs. Ms. Lee then moved on to the Army Test and Evaluation Command (ATEC) for the next six years, supporting the acquisition and development community of the Aviation, Unmanned Systems, and Missile Command. As the Test Manager for several Rocket and Tactical Missile programs, her responsibilities were numerous and covered the gamut of the Army's development process. Ms. Lee became recognized as a subject matter expert in the area of Developmental Testing (DT) and was chosen to represent and instruct the DAU Test 202 equivalent course (Test & Evaluation Basic Course). Ms Lee's instructional assignment was in addition to her duties and responsibilities as Test Manager traveling to oversee test execution, reviewing reports, and generating



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documentation to support continued DT and fielding. In May 2008, Ms. Lee was briefly employed as a Senior Safety Engineer for Northrop Grumman, supporting the FAA Systems Operations service unit. Ms. Lee generated safety documentation and supported safety review panels for several acquisition programs managed by Systems Operations, ATO.

Wanda Lopez-LaBarbera joined the Federal Aviation Administration William J. Hughes Technical Center in September 1991 and has 20 years of test experience. Mrs. Lopez-LaBarbera has in-depth knowledge in the FAA acquisition process and the Test and Evaluation (T&E) arena. She's supported T&E efforts on over 7 major FAA automation programs where she has held test director, lead Development Test (DT) and lead Operational Test (OT) positions on Air Traffic Control En Route automation systems. Currently, she serves as an En Route Automation Test Specialist on the Test Standards Board.

Wanda holds a bachelor's degree in business management from Stockton State College now known as the Richard Stockton College of New Jersey. She also earned a master's degree in system engineering from Stevens Institute of Technology. Wanda is a member of the International Test and Evaluation Association (ITEA) and serves as the ITEA South Jersey Chapter Treasurer.

Joseph A. Madden, PMP, Vice President, Quantitative Software Management, Inc. (QSM) With 20+ years of experience in the areas of parametric modeling, software engineering, Verification and Validation, IT acquisition, project/program/portfolio management, and all aspects of the SDLC, Mr. Madden is the co-author of "IT Measurement: Practical Advice from the Experts". A former U.S. Air Force officer, Mr. Madden's career has also touched nearly every facet of software estimation and control, function-point analysis, benchmarking, SW-CMM and CMMI process improvement. He holds a M.S. in Software Systems Engineering from George Mason University, a B.S. in Computer Science from Marquette University, and is a graduate of the Yale School of Management Strategic Leadership Workshop.

Ms. Michele Merkle is currently the Acting Director of NAS Systems Engineering Services. Her organization is responsible for the NAS Enterprise Architecture (EA) which defines the operational and technical framework for all capital assets of the FAA, describes the agency's current and target architectures, and plans the transition strategy for moving from the current to the target architecture in an affordable manner. She has responsibility for NAS level requirements and tracking these requirements to program requirements, the NextGen Organization's Safety Management System (SMS), and enterprise-level information system security requirements and architecture. In her previous position as the Manager, Advanced Operational Concepts within NextGen, Ms. Merkle was responsible for management of the NAS Enterprise Architecture Service Roadmap and the associated NAS Operational Concept. She directed the development, assessment, and refinement of NAS concepts to ensure feasibility and viability within the NAS. She led a team of engineers, computer scientists, researchers and air traffic controllers



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who executed research through the use of engineering analysis, fast-time modeling and simulations, human-in-the-loop simulations and demonstrations to validate operational concepts.

Michele has spent over 23 years providing human factors and systems engineering expertise in the development and evaluation of air traffic control systems and concepts. She has worked on major FAA acquisition programs, such as the Advanced Technologies and Oceanic Procedures System (ATOP), and the En Route Voice Switching and Control System (VSCS). Michele also worked on the development of future air traffic operational concepts such as the JPDO's Operational Concept for NextGen and the NextGen Mid-Term Concept of Operations for the National Airspace System. Prior to her work in the air traffic control domain, Michele worked as a Human Factors Engineer at Douglas Aircraft Company where she provided human factors and ergonomics engineering expertise on the C-17, a military transport aircraft, for the Air Force. Michele has a Master's degree in Industrial Engineering & Operations Research from Virginia Tech, and a Bachelor of Science degree in Industrial and Systems Engineering from the University of South Florida.

Maureen Molz joined the Federal Aviation Administration William J. Hughes Technical Center in July 2009 and is currently the Manager of the Concept Development and Validation Branch in the Advanced Concepts and Technical Development Office. Maureen is responsible for the development and validation of new concepts as they mature for potential implementation into the National Airspace System (NAS).

She recently served as the Acting Manager of the Technical Strategies and Integration Division and as the Manager for the Verification and Validation Strategies and Practices Branch. In this capacity, Maureen was responsible for business and strategic planning and analyses; V&V; and technology transfer and information exchange from the Federal Laboratory to industry, academia, and other government organizations.

Maureen has 25 years of acquisition experience most gained with the Army acquisition community, holding positions in all phases of the Department of Defense (DoD) acquisition life cycle from research through fielding of systems. Her last position with the Army was as the Program Manager for three acquisition programs of record. Her areas of technical expertise include radar, command and control, power management, and modeling and simulation. She is FAA Acquisition Level III certified in Program management and DoD Acquisition Level III certified in Program Management as well as Systems, Planning, Research, Development and Engineering.

Maureen holds a bachelor's degree in electrical engineering from Widener University, Chester, PA; a master's degree in electrical engineering from Drexel University, Philadelphia, PA; and a master's degree in strategic studies from the Army War College in Carlisle, PA. She has received the following civilian service awards: Army Achievement Medal, Commander's Award, and two Superior Civilian Service Awards.



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John Peace joined the Federal Aviation Administration in Feb 2011 following 22 years as a US Army Civilian at Fort Monmouth, NJ. His experience with the Army involved all phases of acquisition execution, including project inception, proof-of-concept, development, source selection, contract management, test, fielding and sustainment. John's Army career involved hardware and software technical efforts in both research and development (R&D) and Program Management (PM) environments.

Significant projects with the Communications Electronics R&D Center (CERDEC) involved development of simulation software for multiple customers, including the Army's Test & Evaluation Command (USATEC) and the Defense Advanced Research Projects Agency (DARPA), for which he received the Army Commander's Award for Civilian Service. His last 5 years with the Army were as a Branch Chief in the Program Executive Office for Command, Control & Communications Tactical (PEO C3T), where he was responsible for management of over \$500M of tactical switching equipment, including development and fielding to the Army's first Expeditionary Signal Battalions (ESBs) in support of Operations Enduring Freedom and Iraqi Freedom. He also developed and managed a project supporting all C4ISR in the Army's fleet of watercraft around the globe, including Japan and Kuwait.

John earned his bachelor's degree in electronic engineering from Monmouth University and a master's degree in technology management from Stevens Institute of Technology. He also obtained a master's certification in IT Project Management from the George Washington University and is certified by the Project Management Institute (PMI) as a Project Management Professional (PMP). He graduated from a 3-year Civilian Leadership Development Program in 1996, joined the Army's Acquisition Corps in 2002 and has DoD Acquisition Level III certifications in Program Management and Systems, Planning, Research, Development and Engineering. He is also Level III certified by the FAA in PM and as a COR.

Rear Admiral Jeffrey R. Penfield is the Commander of the Navy's Operational Test and Evaluation Force (COMOPTEVFOR) in Norfolk, VA. Admiral Penfield reports directly to the Chief of Naval Operations regarding the test and evaluation of over 350 major programs and directs the activities of Air Test and Evaluation Squadrons (VX) One and VX-9. As the Navy's independent assessment command, COMOPTEVFOR provides clear and unambiguous operational evaluation of systems under test through mission based test design, integrated test techniques and best evaluation practices.

Admiral Penfield's assignments as an acquisition professional include Program Manager Air (PMA) 265, the F/A-18 & EA-18G Program Office; command of PMA-259, the Navy's Air-to-Air Missile Program Office; command of PMA-268, the Navy Unmanned Combat Aerial System Program Office; assignment to the Naval Air Systems Command staff working Integration and Interoperability initiatives. He was the lead operational test director for the F/A-18E/F at VX-9 and was named the 1999 National Defense Industrial Association Navy Military Tester of the Year.



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Admiral Penfield was commissioned in October 1982 via the Aviation Officer Candidate Program and earned his Navy Wings of Gold in June 1984. His operational assignments include Strike Fighter Squadron (VFA-136) Knighthawks as a plankowner, VFA-94 The Mighty Shrikes, and command of VFA-115 Eagles. While in command, he deployed on the maiden F/A-18E Super Hornet cruise participating in Operations Enduring Freedom, Southern Watch and the initial combat phase of Operation Iraqi Freedom. Admiral Penfield has over 4,000 flight hours, 750 carrier landings, and has been recognized as the 1995 Commander, Naval Air Force Pacific Fleet Pilot of the Year.

Mark Walden is the Manager of Program Evaluation and Performance Management in the Program Control directorate of the PMO. Mark has over twenty years of Program and Project Management experience. His experience spans the establishment of acquisition and implementation programs, business planning and strategy development, the implementation of ERP systems with emphasis on financial analysis of business structures, identification of performance issues, and development of programs and methods to realign performance to meet corporate objectives. Mark also has in depth experience with the development of business planning processes, controls, and measures.

Mark's FAA experience includes leading the Investment Analysis for the TAMR (Terminal Automation Modernization Replacement) Phase 3 program. Mark has also led the development of both F&E and Operations budgets within Terminal; the development of the Controller Workforce Plan for Terminal; establishment of performance measures for the ATO, and the Final Investment Analysis for multiple system development and implementations programs in the FAA

Prior to coming to the FAA, Mark was the Director of Business Improvement for a Fortune 500 company, and a consultant for large scale ERP system implementations at International Paper and AT&T. He also worked as a consultant for corporate mergers and acquisitions with companies such as IBM, Bristol Myers-Squibb, Quaker Oats, and Pfizer.

Mark holds a Bachelor's Degree in Business Administration from Trinity College and University. He has graduated from UC Berkeley Haas School of Business Advanced Management Program, and the American University Federal Acquisition Career Professional Senior Program Manager certification program.

Mark lives in Mays Landing with his wife Kathy and their two children.