

R.P. "PETE" BURGESS

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Provide service as an Aviation Consultant for air traffic services and aircraft accident investigations.

1994 Burgess Aviation Consultants Owner

- § Specialize in the analysis of services at FAA Automated Flight Service Stations (AFSS), Airport Traffic Control Towers (ATCT), Terminal Radar Approach Control Facilities (TRACON) and Air Route Traffic Control Centers (ARTCC).
- § Detailed transcript preparation of air traffic recordings
- § Provide Air Traffic Advisory service for helicopters at NASCAR track heliports
- § Current Certified Flight Instructor for airplane multi and single engine land with Commercial/Instrument ratings
- § President of BGS Aviation, Inc. - Aircraft rental and flight instruction

EXPERIENCE

1972 to 1994 Federal Aviation Administration
Manager, Air Traffic Control

- § Managed and supervised the National evaluations of over 160 air traffic ARTCC, ATCT, TRACON and AFSS facilities across the Southern and Central portion of the United States from California to Alabama
- § Qualified on all positions of operation and actively controlled traffic as supervisor and manager at El Paso and Little Rock ATCT and TRACON facilities
- § Served as expert witness in trials involving aircraft accidents and enforcement actions
- § Investigated the application and effectiveness of air traffic control procedures at Dallas/Fort Worth, Los Angeles and Kansas City airports, as a result of major accidents at those airports

1957 to 1972 Federal Aviation Administration & U.S. Navy
Air Traffic Controller

- § Air Traffic ATCT Controller at NAS Saufley Field, Pensacola, FL and NAS Guantanamo Bay, Cuba, in the U.S. Navy, and Santa Fe, NM
- § Air Traffic FSS Specialist in El Paso, TX., Santa Fe, NM. and Lubbock, TX
- § Air Traffic ATCT and TRACON Controller in Lubbock, TX and San Antonio, TX

· REFERENCES - Available upon request

Detailed qualifications as an Aviation Consultant

5/94 - Present

Burgess Aviation Consultants begins the ninth year specializing in the review and analysis of air traffic procedures in Air Route Traffic Control Centers, Airport Traffic Control Towers, Terminal Radar Approach Control's and Automated Flight Service Stations.

§ Have provided services as an Air Traffic consultant in over 90 different cases during the past ten years.

§ Presently have 24 cases that I am actively involved in as an Aviation consultant.

§ President of BGS Aviation, Inc. The company provides aircraft rental and flight instruction.

§ Current Certified Flight Instructor, Single and Multi-engine airplane, with Commercial and Instrument ratings. I have over 2,900 hours of experience, and fly approximately 100 to 120 hours a year to evaluate the air traffic system.

§ Visit FAA facilities to stay up to date on the latest changes and improvement to the air traffic system.

§ Provided air traffic advisory service to helicopter operators for the past seven years for NASCAR events in Las Vegas NV, Fort Worth TX, Charlotte NC, Bristol TN, Sears Point CA, Indianapolis IN, Joliet IL, Kansas City, KS and Phoenix AZ. This required close coordination with the FAA and resulted in a smooth transition of traffic and reduced the workload for the FAA controllers at the nearby towers.

§ Have provided consultation to the Cities of Grand Prairie and Dallas for the development of instrument approaches. This required extensive coordination with several different offices in the FAA to implement these approaches.

§ Developed and coordinated with the FAA to approve helicopter routes in terminal areas to accommodate traffic going to and from heliports at NASCAR race tracks.

§ Sponsor for the FAA Aviation Career Education program. This program was developed for children, age 13 and above, that are interested in aviation. In addition, I volunteer my time and airplane to fly these children and teachers around the local area to experience the joys of flying.

Updated 4/1/04

- 7/57-7/61** In July 1957, I went on active duty in the U S Navy and attended air traffic control school in Olathe, KS. After completing Air Traffic School, I was stationed at NAS Saufley Field, in Pensacola, FL and Leeward Point, GTMO Bay, Cuba as a controller in the tower. I attained the grade of Second Class Petty Officer, E-5 and was honorably discharged in July 1961.
- 6/62-6/65** In June 1962, I was hired (GS-6) by the Federal Aviation Administration and attended the FAA academy course for Air Traffic Flight Service Specialists.
- § I successfully completed the school and was assigned to El Paso, Texas Flight Service Station.
 - § I completed a detailed pilot briefer course (promoted to GS-8) and was certified by the National Weather Service to provide weather briefings to pilots.
 - § In 1965, I was promoted (GS-10) to the position of air traffic controller in Santa Fe, NM
- 6/65-1/67** In Santa Fe, a level I Combined Flight Service Station/ Airport Traffic Control Tower, I provided pilot weather briefings and airport traffic control service to pilots at the Santa Fe, NM airport.
- § In January 1967, I was promoted (GS-11) to a controller position at Lubbock, Texas Combined Flight Service Station, level II/III, Airport Traffic Control Tower and Radar Approach Control facility.
- 1/67-7/68** In Lubbock, a level II/III Tower and Radar approach control, I provided pilot weather briefings, airport traffic control and radar approach control service to pilots at both Lubbock Municipal Airport and Reese Air Force Base. During the time I was at Lubbock, I was afforded the opportunity to participate in the development of new air traffic procedures in the Lubbock Terminal area.
- § In July 1968, I was promoted (GS-12/13) to a controller position at San Antonio, Texas, Airport Traffic Control Tower and Radar Approach Control Facility.
- 7/68-8/71** In San Antonio, a level IV Tower and Radar Approach control facility, I provided airport traffic control service at San Antonio International airport and approach control service for the entire San Antonio Terminal area that included San Antonio International, Kelly AFB, Randolph AFB and Stinson municipal airports.
- 8/71-9/72** In August 1971, I was selected to the position of planning and procedures specialist and was responsible for the complete revision of all air traffic procedures in the San Antonio Terminal area.
- § In 1971, I also represented San Antonio Tower in the development of the San Antonio, Austin and Houston short and long range plan. This plan identified future operational procedures to improve service to the users in the San Antonio and Austin area through the year 1983.
 - § I received a Special Service Award for my performance in the development of ese procedures.
 - § In 1972, I was promoted (GS-13/14) to a team supervisory position at El Paso, Texas, a level III Airport Traffic Control Tower and radar approach control facility.
- 9/72-9/74** In El Paso, a level III Tower and Radar approach control, I was a supervisor responsible for two teams of controllers and worked with them to provide airport traffic control service at El Paso International and approach control service for the entire El Paso Terminal area.
- § I was fully qualified (FPL) on all control positions and remained qualified until I left the facility in 1976.
 - § I was directly responsible for the complete revision of air traffic control procedures in the El Paso terminal area. These procedures are still in use today.
 - § I completed several supervisory courses at the FAA management school for supervisors and managers in Lawton, OK.

§ I received a performance award for my efforts as a supervisor and for the revision of the terminal procedures.

9/74-3/76 In September 1974, I was selected to the position of Deputy Chief and was co-responsible for the day-to-day operation of El Paso Airport Traffic Control Tower and Terminal Radar Approach Control.

§ I received a performance award for my efforts in improving service to the users of the El Paso terminal area.

§ In March 1976, I was selected to an Air Traffic Evaluation Specialist position in the FAA Southwest regional headquarters in Fort Worth, Texas.

3/76-8/77 As an Air Traffic Evaluation Specialist, I was responsible for the detailed Evaluations of the 108 Air Route Traffic Control Centers, Airport Traffic Control Towers and Flight Service Stations in the states of New Mexico, Texas, Oklahoma, Arkansas and Louisiana.

§ Training was provided to ensure detailed knowledge of all three air traffic options.

§ Evaluations were accomplished by in-flight evaluations using rental aircraft and on site evaluations of each air traffic facility every two years. The objective of these evaluations was to determine if the facilities were providing the users of the system with the best possible service.

§ In July 1977, I was selected to an Air Traffic Operations Specialist position in the regional headquarters.

8/77-2/79 As an Air Traffic Operations Specialist, I was responsible for providing guidance to 14 different facility managers on their day to day operations, to ensure they provided the best possible service to the users of the system. This was accomplished by in-flight evaluations and on site visits to speak with all personnel in the facility.

§ In 1979, I was promoted (GM-15) to facility manager at Little Rock, AR., Level III Airport Traffic Control Tower and Terminal Radar Approach Control.

2/79-10/83 As the Facility Manager at Little Rock, I was responsible for the day to day operation of the 45 personnel in providing Airport Traffic Control service to Little Rock Airport and radar approach control service to the entire Little Rock terminal area. The terminal area included Little Rock AFB, Hot Springs, Pine Bluff and five other smaller airports.

§ I certified on all positions of operations (FPL) in both the tower and the radar approach control although this was not a requirement for managers.

§ I attended the FAA executive school for managers

§ In 1981, the facility staffing was reduced from 26 controllers to 4 controllers when the government fired those controllers that went on strike. I along with the remaining 5 supervisors, 4 controllers and training specialist operated the tower and approach control until new personnel arrived and were certified during the next two years.

§ In 1982, I received an Outstanding rating and a Quality Step Increase bonus for my performance as a manager.

§ In 1983, I was selected to the position of Air Traffic Evaluation/Automation Branch Manager in the regional headquarters in the FAA Central Region in Kansas City, MO.

10/83-5/85 As the Evaluation/Automation Branch manger, I was responsible for the Evaluations of 52 Airport Control Towers, Air Route Traffic Control Center and Flight Service Stations in Kansas, Nebraska, Iowa and Missouri.

- § I was directly responsible for cross training regional evaluation specialists to evaluate all three air traffic options.
- § The evaluations were accomplished through in-flight evaluations using rental aircraft and on site evaluations of each of these facilities once every two years. The objective of these evaluations was to determine if the facilities were providing the users of the system with the best possible service.
- § I completed the DOT accident investigation course in Oklahoma City, OK.
- § I was responsible for all accident/incident investigations involving air traffic control facilities. This involved the reviewing of procedures, application of procedures by the controller to determine if the best possible service was provided by the facility.
- § I represented the FAA as an expert witness for all three air traffic options in two trials and two enforcement cases.
- § In 1985, I was selected to the position of Air Traffic Manager, Washington Field Evaluation Branch, in Dallas/Fort Worth, Texas.

5/85-6/89 As Air Traffic Manager of the Field Evaluation Branch, I was directly responsible for training and supervising air traffic control specialists in the evaluation of the 22 Air Route Traffic Control Centers, 25 major Airport Control Towers and Automated Flight Service Stations throughout the United States

- § This required detailed knowledge of the operations in Air Route Traffic Control Centers, Airport Traffic Control Towers, Terminal Radar Approach Control's and Flight Service Stations.
- § I was directly responsible for the redevelopment of the National Evaluation directive, FAA Order 7010. This order was revised to provide a detailed list of all required FAA directives that air traffic facilities are required to use. This Order is still in effect today.
- § I was directly involved and responsible for the investigation of air traffic control procedures in two major accidents at DFW, two in Los Angeles, and two in Kansas City, Mo.
- § I was a member of a Blue Ribbon Committee investigating the DFW airport as a result of the Delta 191 accident in 1985
- § In June 1989, the National evaluation offices were assigned the responsibility for the evaluation of all 703 air traffic facilities. The regional offices were no longer allowed to evaluate their own facilities and the regional evaluation branches were eliminated.

6/89-8/92 As Air Traffic Manager of the System Effectiveness/Evaluations Branch, the branch was responsible for participating in the evaluation of over 703 different air traffic facilities throughout the United States. The specialists in my branch were directly responsible for the evaluation of over 161 of these air traffic facilities, as well as assisting in the 3 other evaluation branches in their evaluations.

- § The 161 facilities assigned to my branch consisted of all the air traffic facilities in the Los Angeles, Albuquerque, Kansas City, Fort Worth and Houston Air Route Traffic Control Center's flight plan areas.
- § I received Performance Awards for my performance each year, beginning in 1986 to 1992.
- § In 1992, I was reassigned to the FAA Southwest Regional Headquarters, Air Traffic Division in Fort Worth, Texas, to the position of Special Project Officer.

8/92-4/94 As Special Project Officer to the Air Traffic Division Manager, I was responsible for assisting the Division manager in the day-to-day operation of over 86 facilities throughout the regional five state area. This was

accomplished by evaluating the service with rental and private use aircraft and on site visits.

§ I was directly responsible for the review and revision of air traffic procedures between the United States and Mexico in the Gulf of Mexico.

§ In 1993, I received a performance award for my assistance to the division manager and the efforts in the development of operational procedures to increase the traffic flow of traffic across the Gulf of Mexico.

4/1/94 In April 1994, I retired from the FAA after over 36 years of distinguished service with the US Government.