

Aviation Security & Safety Advisors Network™

The Aviation Security & Safety Advisors Network™ is a partnership between a select group of aviation and security professional, the Welsh-Sullivan Group LLC and John Goglia LLC. Together, the Advisors Network provide a host of capabilities unmatched in the aviation industry.

The experience offered by the Aviation Security & Safety Advisors Network™ spans corporate aviation practices, aviation investigations and Emergency Response to an aviation-related incident. The Network touts years of security and safety experience obtained working for the National Transportation Safety Board (NTSB), U.S. Secret Service, U.S. State Department, Federal Bureau of Investigation, New York City Police Department, General Aviation (GA) airports, Fixed Base Operators (FBO), and Fortune 200 corporate flight departments.

This Network has profound experience conducting Aviation Emergency Response Plan (AERP) exercises customized for the company involved. These exercises are highly-interactive and promote awareness and engagement on multiple levels of the business structure to ensure the AERP is sound in the event it is ever deployed. These exercises conclude with a final report, completed with company input, to provide recommendations to improve your customized Emergency Responses throughout your organization.

Contact the Welsh-Sullivan Group for further details or to discuss your needs. You can read curriculum vitae for John L. Sullivan and John J. Goglia below.

John L. Sullivan, Managing Partner and Owner of the Welsh-Sullivan Group

John has more than forty-three years of Fortune 200 corporate security and Federal Law Enforcement experience. John served in the U.S. Secret Service for twenty-three years where he held senior positions in the Intelligence Division, US Embassy London England and the Office of Inspection. While in the Office of Inspection, he supervised and co-authored the Air Defense section of the congressionally mandated White House Security review. He also served for two years as the Assistant Inspector General for Investigations at the US Agency for International Development overseeing a global investigative effort to combat fraud, waste and abuse in US foreign aid programs.

John was the global security Director for Texas Instruments Inc (TI), a Fortune 200 Semiconductor Company with design and manufacturing assets in 36 countries. As Director, he was responsible for all security at TI locations including subsidiaries worldwide. Under his leadership, Texas Instruments was one of the first twenty corporate applicants to be certified and validated for the Department of Homeland Security, Customs Trade Partnership Against Terrorism (C-TPAT) program. Texas Instruments was also certified and validated to the C-TPAT Tier III level in 2007. In addition, he held executive oversight of the TI Flight Department which consisted of two Global Express aircraft, crews and maintenance.

John is the past Chairman of the National Business Aviation Association Security Council; he provided business aviation security expertise to the Center for Strategic & International Studies (CSIS) for a Threat-Vulnerability Integration Study of General Aviation; currently serving as a member of the Department of Homeland Security's Transportation Safety Administration (TSA) Large Aircraft Security Program (LASP) industry working group; serves as a member of the Board of Directors for the International Security Management Association; served as Secretary of the Board for the McKinney Airport Development Corporation; and is the past Chairman of the Semiconductor Industry Association Anti-counterfeiting (SIA ACTF) Task Force where he led the Texas Instruments and SIA ACTF effort to stem the flow of counterfeit electronic components into the aviation and medical device supply chains.

As Chairman of the SIA ACTF, he met with Chinese government and industry officials and was an invited speaker at the opening ceremony for the China Reliable Electronic Component Supplier (RECS) at the Great Hall of the People in Beijing and at the opening ceremony of the International Component Center (ICC) in Shenzhen, China.

John has contributed to a number of articles appearing in Business Week, Aviation International News, Business & Commercial Aviation, the Dallas Morning News, The Wall Street Journal, and the EE Times on both business aviation and electronic component counterfeiting. John also appeared in an interview on Cable Network News (CNN) following the announcement of new TSA safety regulations for commercial flights.

John holds a BS in Business Management from Saint John's University in New York City and an MS in Applied Behavioral Science and Organizational Development from the Johns Hopkins University, Baltimore Maryland. In addition, he attended the year long British National Police Staff College, Senior Command Course at Bramshill, England as well as executive education courses at the University of Virginia Darden School of Business and the University of Chicago, School of Business. The American College of Forensic Examiners has designated him Certified Homeland Security - CHS III (ID#101384), Preparation and Response.

Prior to his law enforcement and corporate security career, John was a Marine Corps Naval Flight Officer flying in the F4-J Phantom in Marine Fighter Attack Squadrons VMFA-235 and VMFA-312.

The Honorable John J. Goglia, Independent Air Safety Consultant and Former NTSB Board Member

With more than 40 years experience in the aviation industry, the Honorable John Goglia was the first and only Airframe and Powerplant mechanic to receive a presidential appointment to the National Transportation Safety Board (NTSB). He served from August 1995 to June 2004.

As a Board Member, Mr. Goglia distinguished himself in numerous areas of transportation safety. In particular, he was instrumental in raising awareness of airport safety issues, including the importance of airport crash fire and rescue operations and the dangers of wildlife at airports. He played a key role in focusing international attention on the increasing significance of aircraft maintenance in aviation accidents. He pressed, successfully, for greater integration of civilian and military safety information, becoming a featured speaker at national aviation symposiums attended by military leaders and major defense contractors. He is a leading proponent of airplane child safety seats.

During his appointment at the NTSB, Mr. Goglia participated in numerous air, rail, maritime and bus accident investigations. He chaired the Board's public hearings on the ValuJet crash into the Florida Everglades. He was the on-scene Member at the Fox River Grove, IL grade-crossing accident that killed 7 high school students in a school bus, the Silver Spring, MD commuter rail collision and the Bourbonnais, IL fatal train crash involving Amtrak's City of New Orleans. He participated in numerous marine investigations including the Collision of the Bayside Blaster passenger vessel and a Coast Guard vessel, the sinking of the passenger vessel Panther and the sinking of passenger vessel Miss Majestic.

Prior to becoming a Board Member, Mr. Goglia held numerous positions in the airline industry. He started as a mechanic for United Airlines and

eventually joined Allegheny, which became USAir. Additionally, he was involved for more than 20 years as a union flight safety representative on accident investigation teams. There, he developed a safety program for his union, the International Association of Machinists, and was its representative for NTSB investigations. For twelve years, he operated his own aircraft service company.

Long a champion of aviation education, Mr. Goglia served as Chair and a founding member of the National Coalition for Aviation Education, an aviation industry organization that advances education among America's youth and aviation workforce. He was an original member of the Steering Committee to establish the International Society of Aviation Maintenance Professionals, a society dedicated to advancing safety and professionalism throughout the aviation maintenance industry.

Numerous prestigious groups have recognized Mr. Goglia's contributions to aviation safety. Aviation Week & Space Technology awarded him a coveted 2004 Laurel for his outstanding service as an NTSB Board member. The Society of Automotive Engineers presented him with the Aerospace Chair Award for outstanding leadership in 2003 and the Marvin Whitlock Award for outstanding management accomplishment in 2002.

Mr. Goglia has been a resolute figure in support of aviation safety through professional maintenance. Recognized as the Father of Human Factors for aviation maintenance technicians, Mr. Goglia emphasized the importance of maintenance training while bringing a sharp focus to the effects of poor maintenance on safety while at the NTSB. He was recognized as the FAA's Aviation Maintenance Technician of the Year in 1994 and by the Professional Aviation Maintenance Association (PAMA) with its prestigious Joe Chase Award. In 2004 this award was renamed the "John Goglia Time Out for Safety Award" by Aviation Maintenance magazine editor Matt Thurber.

Mr. Goglia has served on a number of Boards, including the Aviation Technical Training College in Singapore. He presently serves as the President of the Professional Aviation Maintenance Association and the Aerospace Maintenance Council. He has worked with the Center for Integrated Emergency Management at Saint Louis University's Parks College of Engineering, Aviation and Technology.

He is currently an independent aviation safety consultant and adjunct professor at Vaughn College of Aeronautics and Technology. He also serves as the President of the Professional Aviation Maintenance Association.

He writes regular columns for a number of aviation publications and is a contributor to Forbes where his articles can be found at www.forbes.com/sites/johngoglia. He has co-authored three text books on safety management systems for aviation, one which been translated into Chinese and Portuguese. Additionally, he writes a monthly column for Aviation International News. He has written for AMT magazine in the past.