

## 2017 EASA–FAA International Safety Conference

### Panel 2: Challenges and Opportunities: Aircraft and Engine Certification and Oversight

Thursday 15 June 8:30 – 10:00  
Room Klimt

### Speaker Biographies

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## Belinda Swain

Head of Airworthiness  
Rolls-Royce Plc



Belinda joined Rolls-Royce in 1985 after studying Physics at Oxford.

She has spent much of her 30+ year career at Rolls-Royce working on Defence Projects, most notably the EJ200 engine for the Eurofighter Typhoon. She worked on engine performance during the early stage of the develop programme, then spent 3 years in Munich during the flight test phase and reached the position of Chief Engineer when the aircraft entered service. She has also worked on the engines for the Harrier, Hawk, Jaguar, Transall, Tornado, Nimrod and AMX amongst others.

Her roles included engine performance management, control system development and programme management as well as Chief Engineer. As a Chief Engineer on mature in service products she contributed to the development of the safety management system in the Rolls-Royce Defence Aerospace business as well as ensuring continuing airworthiness on specific products.

In 2000 she led the Rolls-Royce activity in support of the Air France Concorde accident investigation and the return to service programme. After several years leading Systems Engineering Activity within the Engine Control Systems team, including supporting the development of Rolls-Royce engine health monitoring systems, she joined the Airworthiness team in Rolls-Royce in 2011. As Head of Airworthiness she is supported by teams at the main Rolls-Royce Engineering sites covering both Airworthiness and Air Safety Investigation.

She is based in Derby, UK, home of Rolls-Royce's large civil engines where her team has overseen the certification of the Trent XWB for the Airbus A350 and Trent 1000 variants for the Boeing 787 in the last few years. As the vice-Chair of the ASD Airworthiness Committee and an ASD representative on the EASA Stakeholder Advisory Body she is an active contributor in the continued evolution of the European Aviation Safety System.

She is married with three school aged children who keep her busy when not at work.

## Xu Chaoqun

Director General of Airworthiness Certification Department  
Civil Aviation Administration of China



Mr. Xu Chaoqun, Director General of Airworthiness Certification Department of CAAC Headquarter. Mr. Xu was graduated from Civil Aviation University of China (CAUC) in 1982, majored in Aviation Electrical Engineering, and obtained the Master degree of Sino-France Aviation Safety Management. He worked at JAL from 1988 to 1989, and studied Public Policy at Duke University in 2006, and obtained the EMBA at Tsinghua University in 2012.

Mr. Xu has been worked on aviation safety and airworthiness management over a long period of time. He has insightful views and abundant experience on Type Certification, Maintenance Certification, Manufacture Inspection, Engine Type Certification, Aviation Fuel and Chemical Products Certification etc. Mr. Xu has been successively held the posts of Director of Inspection Division of Airworthiness Certification Dept., Deputy Director General of Flight Standards Dept., Deputy Director General of Airworthiness Certification Dept. of CAAC Headquarter, and Director General of Engine Certification Center of CAAC.

## **Dorenda D. Baker**

Director of Aircraft Certification Service  
Federal Aviation Administration



Dorenda Baker is the Director of the Aircraft Certification Service (AIR), where she is responsible for type certification, production approval, airworthiness certification, and continued airworthiness of the U.S. civil aircraft fleet—including commercial and general aviation activities. Baker also oversees a professional workforce of more than 1,300 employees working at the Federal Aviation Administration’s Washington, DC Headquarters, in more than 35 field offices throughout the United States, and two international offices in Belgium and Singapore.

Prior to being named the Director in 2009, Baker was AIR’s Deputy Director and served on a detail to the Associate Administrator of Aviation Safety, where she led the Comprehensive and Proactive Safety Management Approach Integrated Product Team for the interagency Joint Planning and Development Office for the Next Generation Air Transportation System. Baker also previously served as the Assistant Manager and then Manager of AIR’s Small Airplane Directorate, where she had national policy and regulatory responsibilities for normal, utility, acrobatic, and commuter category airplanes. In her role as Directorate Manager, she oversaw engineering and manufacturing activities within the boundaries of the Directorate, which covers a 21-state area.

Baker has served in aviation safety and oversight positions throughout her career with the Federal Aviation Administration including positions in the Transport Airplane Directorate, the Seattle Aircraft Certification Office and the Los Angeles Aircraft Certification Office, and the Aircraft Certification Division in Brussels. Her early work at the FAA included program management and project engineering for fixed and rotary-wing aircraft.

## Dave Chapel

Flight Safety Director  
GE Aviation



Dave is currently responsible for the Flight Safety group at GE Aviation. Dave's group manages all the accident investigations for GE Aviation products for all market segments including Military, Commercial, and B&GA. In addition, his group is driving the rollout and promotion of GE's D&M Safety Management System (SMS). Dave's group most recently has added the Maintainability organization to compliment ongoing efforts to work with OEM's and Operators on Human Factors issues related to engine installation, operation, and maintenance.

Before GE, Dave worked at Gulfstream Aerospace where he had progressive leadership roles in Flight Sciences working on new product development. Dave has also worked for AlliedSignal / Honeywell Engines where he participated in 25 on-scene accident investigations.

## Laurent Gruz

Head of Propulsion / Parts and Appliances Department  
European Aviation Safety Agency



European Aviation Safety Agency, Certification Directorate (2004 – today)

- Head of Propulsion / Parts and Appliances Department (from Jan 1st 2017)
- Deputy Head of Large Transport Aeroplane Department (2014 – 2016)
- Regional Transport Aeroplance Section Manager (2014 – 2016)
- Deputy Head of Expert Departement (2012 – 2014)
- Section Manager, powerplant and fuel system expert (2007 – 2014)

Chairman of the Joint Aviation Authorithies (JAA) Powerplant Study Group (PPSG) (2000 – 2003)

DGAC France (1992 – 2004)

- Head of airframe department (2000 – 2004)
- Project Certification Manager for large Transport Aeroplanes (1999 – 2004)
- Powerplant and fuel system expert (1992 – 2004)

European Engineer (Eur Ing), FEANI, Brussels (1997).

Aerospace Engineering Diploma, École Supérieure des Techniques Aérospatiales, France (1991).

Engineering Diploma, École Catholique des Arts et Métiers, France (1990).

## Trevor Woods

Certification Director  
European Aviation Safety Agency



Trevor Woods is the Certification Director of the European Aviation Safety Agency (EASA). He is responsible for the certification, organisation approvals and rulemaking for all EU designed aircraft, engines and equipment, and validation of all such products designed outside the EU used by EU operators. Prior to his current role he held the position of EASA Flight Standards Director, responsible for rulemaking and standardisation of EU National Authorities in the domains of Aircraft Maintenance, Production, Operations, Aircrew, Aerodromes and Air Traffic Management. In addition, for the approval of organisations outside of the EU in these domains.

He Graduated in Aeronautical Engineering and later achieved a Master of Business Administration both at Kingston University. He launched his career in the Future Projects Department at British Aerospace Military Division in the development of supersonic VSTOL aircraft and UAV concepts.

Following this he moved to the UK Civil Aviation Authority (CAA) where he led a wide range of aircraft certification projects from balloons and microlights to large wide body aeroplanes and supersonic transport. He has led both national and multinational certification programmes including the development of international agreements to support these programmes. He subsequently headed the UK CAA Transport Aeroplanes and Rotorcraft Certification Section, followed by the UK CAA Airworthiness Strategy and Policy Department. Through his involvement in the ICAO Airworthiness Panel, he played a major role in the complete overhaul of Annex 8 of the Chicago Convention providing the international standards for aircraft and engine certification. When the European Aviation Safety Agency was established in 2003, he played a central role in developing and implementing the UK CAA transition plan to accommodate the new European Regulations and responsibilities.

In 2008 he was appointed Chief Operating Officer of UK CAA Subsidiary Air Safety Support International, providing a system of civil aviation safety regulation in the UK Overseas Territories. In this he worked with UK Overseas Territories Aviation Authorities and Governors' Offices to develop and implement Overseas Territories Aviation Requirements.

In his spare time he enjoys flying as a private pilot.