

Anthony J. Broderick

Aviation Safety Consultant

Biography

Mr. Broderick is an independent aviation safety consultant. His clients include international airlines, aerospace firms, a major aircraft manufacturer, and governments. Upon his retirement in June, 1996, from his post as Associate Administrator for Regulation and Certification in the Federal Aviation Administration, he had been, for more than 11 years, the senior career aviation safety official in the United States Government.

As head of the FAA's Regulation and Certification complex, he was principally responsible for the development and enforcement of policy and regulations governing: the certification, production approval, and continued airworthiness of aircraft; the certification of pilots, mechanics, and others in safety-related positions; the certification of all operational and maintenance enterprises engaged in U.S. civil aviation, whether domestic or overseas; development of regulations; civil flight operations; and the certification and safety oversight of some 7,300 U.S. commercial airlines and air operators. Broderick led the agency's development of the International Aviation Safety Assessment program, the model for the International Civil Aviation Organization (ICAO) safety assessment program begun in 1996. He was also instrumental in leading international efforts to establish certification and operational standards for safely allowing extended range twin-engine airliner operations; early operational implementation of the Global Positioning System; and harmonization of certification, operations and maintenance standards, among many other safety initiatives. He was often the senior U.S. technical delegate to Assemblies and other meetings of ICAO, other multilateral and bilateral international meetings, and represented FAA at literally hundreds of Congressional hearings, press conferences, and similar events.

The programs managed by Broderick have had a direct and highly visible impact on every facet of domestic and international civil aviation and are the heart of the Nation's air safety efforts. The FAA Regulation and Certification programs, budgeted at about \$400 million in 1996 under Broderick, were carried out by an agency force of approximately 4,600 employees located in Washington headquarters, 9 regional offices, and over 125 field offices throughout the world.

Prior to his appointment, Broderick spent 3 years as Associate Administrator for Aviation Standards. For 3 years before that, he served as Deputy Associate Administrator for Aviation Standards, having been a Technical Advisor since 1978. From 1978 until 1988, Mr. Broderick's portfolio also included civil aviation security; management of the FAA evaluation, currency, and transportation flying programs; and oversight of the FAA flight inspection program.

Broderick, who is a private pilot, joined the Government in 1971 as a physicist at the Department of Transportation's Transportation Systems Center in Cambridge, Massachusetts, where he became an internationally recognized expert on the complex problems of upper atmospheric ozone reduction. He moved to the FAA in 1976 as Chief of the High Altitude Pollution Program Staff in the Office of Environment and Energy. He came to the Government from private industry where he was a project manager for optical and electro-optical systems development for 7 years. Broderick is a 1964 graduate of St. Bonaventure University with a Bachelor of Science degree in Physics.

He has received the Arthur S. Fleming Award (1979) as one of the ten outstanding young men and women in the Federal Service; been awarded, by the President, the Senior Executive Service ranks of both Meritorious Executive (1982) and Distinguished Executive (1991); and been recognized with many other performance awards. He received (1992, 2000) Aviation Week & Space Technology Aerospace Laurels for Government leadership in assuring strong FAA safety oversight of foreign airlines operating into the United States and leadership of the RTCA Certification Task Force. Flight International chose him as Aerospace Personality of the Year for 1995, as the individual who made the most memorable personal contribution to the international aviation industry by "making tough and occasionally controversial decisions in the interest of raising safety standards." He has also been awarded (1996) the Air Traffic Control Association's individual achievement award, and the Aviation Week and Space Technology-Flight Safety Foundation distinguished service award (1996) for "achieving safer utilization of aircraft," and the 2001 Air Transport World Joseph S. Murphy Award for Industry Service, in recognition of his contributions to air safety regulation worldwide.