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## **John R. Byerly**

John Byerly was born in Lexington, North Carolina in 1953. He graduated with highest honors from the University of North Carolina, studied European and German law on a Fulbright Scholarship at the Free University of Berlin, and received his Juris Doctor degree from Yale Law School in 1979. Upon graduation, he joined the Department of State, serving thirty-one years in positions covering a wide range of duties in American foreign policy, national security, and international economic relations:

2001-2010	Deputy Assistant Secretary for Transportation Affairs
2000-2001	Senior Adviser for Transportation Affairs
1998-2000	General Counsel, Multinational Force and Observers (Sinai peacekeepers; served in Rome headquarters)
1996-1998	Special Negotiator for Transportation Affairs
1995-1996	Director, Office of Aviation Programs and Policy
1993-1995	Principal Deputy General Counsel, Central Intelligence Agency (on detail from State at the request of Director James Woolsey)
1992-1993	Deputy Assistant Secretary for African Affairs
1988-1992	Assistant Legal Adviser for African Affairs
1989-1992	Ombudsman for Civil Service Employees (concurrent assignment)
1985-1987	Attorney-Adviser for International Aviation
1981-1985	Legal Adviser, U.S. Mission Berlin
1979-1981	Attorney-Adviser for Consular and African Affairs

Byerly oversaw the negotiation of market-opening air transport agreements with over 70 countries and personally led the U.S. delegation in talks that secured Open Skies accords with, among other nations, Germany (1996), France (2001), the European Union and its Member States (2007 and 2010), and Japan (2009). He participated actively in the formulation and implementation of U.S. policy on aviation and maritime security in the aftermath of the September 11 terrorist attacks. Byerly worked closely with the Federal Aviation Administration, the International Civil Aviation Organization, the European Commission, the International Air Transport Association, and other governmental and private organizations on a broad spectrum of aviation safety, environmental, and commercial issues. His close ties to Members and staff of the U.S. Congress included testifying before the U.S. Senate to secure advice and consent to ratification of the 1999 Montreal Convention on airline accident liability.