

National Business Aviation Administration (NBAA)
17th Annual “Friends/Partners in Aviation Weather” Forum (FPAW)

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Steve Ableman*Federal Aviation Administration (FAA)*

Steve Ableman manages the Aviation Weather Research Team within the FAA's Aviation Weather Division. Aviation Weather Research Team sponsored activities include the Aviation Weather Research Program (AWRP) and the Weather Technology in the Cockpit (WTIC) portfolio. Steve is also coordinating efforts to improve and streamline the process for transition of weather research to operations and is leading FAA efforts on a multi-agency initiative to coordinate and consolidate weather research initiatives for NextGen.

Prior to his transition to the FAA in February of 2011, Steve was the "contents" lead for National Weather Service (NWS) NextGen activities. Steve was the NWS lead for development of the 4-D Weather Functional Requirements for NextGen Air Traffic Management and lead outreach activities to promote NextGen within the NWS.

Steve worked for 4 years as the Manager of Aviation Training and Standards for Weathernews in Norman, Oklahoma. Steve also worked for American Airlines as a shift meteorologist and training coordinator for nearly 15 years.

Curtis Alexander*National Ocean and Atmospheric Administration (NOAA)
Earth System Research Laboratory (ESRL)
Global System Division's (GSD)*

Curtis Alexander obtained a bachelor's degree in meteorology from The Pennsylvania State University in 1999 and he received his master's degree and PhD in meteorology from The University of Oklahoma in 2002 and 2010 respectively. His graduate research focused on high resolution radar observations of severe thunderstorms including a mobile radar climatology of supercell tornadoes. He joined the University of Colorado Cooperative Institute for Research in Environmental Sciences (CIRES) in 2009 where he began work at the National Oceanic and Atmospheric Administration's Earth System Research Laboratory (ESRL) in Boulder, Colorado. He is currently working at ESRL in the Global System Division's (GSD) Assimilation and Modeling Branch with a focus on high-resolution radar data assimilation and numerical weather prediction for hourly-updating short-term weather forecast guidance including both winter weather and convection. He is involved with development and evaluation of the 13-km Rapid Refresh (RAP) and 3-km High-Resolution Rapid Refresh (HRRR) weather forecast models and a collaborator in the CoSPA forecast system with the Massachusetts Institute of Technology Lincoln Laboratory, The National Center for Atmospheric Research, Research Applications Laboratory and the Federal Aviation Administration.

Elizabeth Blickensderfer*Embry Riddle Aeronautical University*

Dr. Beth Blickensderfer is an Associate Professor of Human Factors and Systems at Embry Riddle Aeronautical University Daytona Beach Campus. She has 15 years of experience in human-machine systems related research and development including experimental design, collecting and analyzing

data (both quantitative and qualitative research methods), conducting task analyses, developing and evaluating training strategies, developing behavioral human performance metrics, implementing simulation-based training, and measuring team performance. Recent research efforts include performing a cognitive assessment of safety and training issues for Live-Virtual-Constructive Naval Aviation training environments, examining tools and strategies to enable general aviation pilots to better use weather-technology-in-the-cockpit, performing a cognitive analysis of the UAS human-machine interface and identifying the subsequent implications for FAA airworthiness regulations and guidance. She has also worked with a variety of systems and technologies including aircraft data communications/data link systems, helmet mounted displays, NexRad based weather products, technologically advanced aircraft displays in general aviation, and common control room stations for oil refineries. Dr. Blickensderfer earned a M.S. in Industrial/Organizational Psychology and a Ph.D. in Human Factors Psychology from the University of Central Florida.

Captain Joe Burns

United Airlines (UAL)

Captain Joseph D. Burns is the Managing Director of Technology and Flight Test at United Airlines. At United, he previously held positions as Managing Director – Flight Standards, FAA Certificate Director of Operations, Director – Flight Standards, Director – Technology, Chief Pilot – FFDO Program, Manager – Automation Systems, Pilot Instructor on both the A320/319 and B-727 fleets, served as ALPA LEC Safety Chairman, and has flown A-320/319, B-737, and B-727 in line operations for UA. He is currently flying Captain on the B-767/757 and A319/320. He is type-rated in B767, B757, A320, A319, B-727, DHC-8, BE-1900 and BE300 aircraft.

Previous to United, Joe was the Director of Operations and Chief Pilot for USAir Express/Stateswest Airlines, a BAE-146 Pilot for USAir, B-727 Instructor and Pilot for Braniff Airlines, and Metroliner Pilot for Air Midwest.

He is currently a member of the FAA's NextGen Advisory Council Subcommittee (NACSC); on the Executive Advisory Board for Position, Navigation, and Time (GPS); an Advisory Board Member for the National Center for Atmospheric Research (NCAR/UCAR); Board Member for Aspen Avionics, Former Board Member for EMS Technologies, Inc., Board Member for Optical Detection Systems, Inc., Board Member and is the Chairman of the Board of ATN Systems, Inc., Chairman of the Board for Agile Defense LLC., and Board Member for Sensurion LLC, and former Board Member for AirDat LLC. Additionally he is Chairman Emeritus for the ATA Air Traffic Control Council, Chairman Emeritus of the ATA Airline Operations Committee, former Vice-Chairman of the Airborne Internet Consortium, and former Board Member of the FAA's Free Flight Steering Committee.

His engineering experience includes President of Inertia Technology, developing AWOS and Flight Sensor Systems, Chief Pilot and systems engineer for Coffeen, Fricke, and Associates (Lenexa, KS), Chief Systems Engineer for Ericsson, Inc.'s Fiber Optic Network Communications Division (Overland Park, KS), and Engineering Manager for Sprint's Telenet/UniNet Division.

He holds an M.B.A. in Management from the Miami University School of Business and a B.S. in Aeronautics/Aeronautical Engineering from Miami University. Joe also holds multiple patents in Communications, Security, and Sensor Technology.

Bruce Carmichael

*National Center for Atmospheric Research (NCAR)
Research Applications Laboratory (RAL)*

Dr. Carmichael holds a M.S. from Northwestern University in Applied Mathematics and a Ph.D. from the University of Maryland in Computer Science. He has 40 years of experience spanning a number of activities including university teaching, commercial research, government service, consulting, and academic research. His past 29 years have been involved with the aviation industry in automation of maintenance processes, air traffic control, and weather information. He has been involved in system engineering of improved FAA systems to deliver weather information to users. For the past eighteen years he has been at the National Center for Atmospheric Research, where he has acted as the Director of the Aviation Applications Program. This program is working to improve weather information for pilots, dispatchers, and controllers, particularly related to the hazards of thunderstorms, turbulence, and icing. Dr. Carmichael is also an active commercial instrument-rated pilot.

Rick Curtis

Southwest Airlines

Rick has been at Southwest Airlines for over fifteen years and serves as Chief Meteorologist for the Southwest Airlines Operations Coordination Center. He graduated with a B.S. in Meteorology from Lyndon State College. He concentrates on strategic weather forecasting, weather information integration into operational planning, weather instruction, and weather related strategic planning efforts at Southwest Airlines.

Past experience includes Account Management and Product Development at Sonalysts Inc. of Waterford, CT, Director of Weather Services at Surface Systems Inc. (SSI) of St. Louis, MO, and various technical and marketing positions at WSI Corporation of Andover, MA. While at SSI, Rick led a team of meteorologists' focused on forecasting efforts relating to airport operations and highway maintenance activities.

Rick was a 2005 recipient the Southwest Airlines President's Award. In 2011 he received the American Meteorological Society Award for Outstanding Contribution to the Advance of Applied Meteorology. In early 2013 Rick and the Southwest Airlines Meteorology Team won the "Heroes of the Heart" Award, which is the highest employee nominated recognition award at Southwest Airlines. Rick is a member of both the American Meteorological Society and the National Weather Association.

Tammy Farrar*Federal Aviation Association (FAA)*

Tammy holds a Bachelor of Science degree in Atmospheric Sciences with a minor in Physics from the University of Arizona. She attended graduate school at Florida State University where she earned a Master of Science degree in Meteorology with an emphasis in Climatology.

She served for 11 years as a Weather Officer in the U.S. Air Force. Her positions included that of Special Projects Team Chief and Special Support Plans Officer at Air Force Global Weather Central in Omaha, Nebraska, and Wing Weather Officer for the 86th Tactical Fighter Wing and Command Briefer for the Commander in Chief, United States Air Forces Europe at Ramstein Air Base, Germany. Her military aviation weather experience includes staff and operational support to fighter and airlift units, exercise and special mission support, and accident investigation.

After leaving the Air Force, Tammy worked as an Editorial Assistant for the American Meteorological Society's Journal of the Atmospheric Sciences. She began her current position as a Research Meteorologist for the Federal Aviation Administration NextGen Organization's Aviation Weather Division in January of 2008, and serves as the FAA's Turbulence Subject Matter Expert and Lead for the Turbulence and Airborne Observations projects.

Tammy has twice held the position of Chapter Officer for local AMS chapters and is a member of Chi Epsilon Pi, the Meteorology Honor Society. She has also completed over 30 hours of graduate level coursework in Secondary Science Education through the University of Maryland and George Mason University.

Cheri Haynes*XCELAR*

Cheri Haynes is a Director at XCELAR, a Minneapolis based aviation consulting and technology company. She brings 21 years of aviation management experience to her position, primarily in products and services that bridge the gap between State and Federal programs, such as AWOS/ASOS networks and aviation weather and flight planning systems. Currently Mrs. Haynes is working with the FAA's Safety Office on programs such as Advanced Qualification Program and Safety Management Systems, developing programs and data management systems for small air carriers and airport management. She also oversees XCELAR's programs with the FAA and NASA, including Weather Technology in the Cockpit (WTIC) and Technology Candidates for Air-To-Air and Air-To-Ground Data Exchange.

Stephen (Steve) Richard Howe*Vaisala*

Vaisala Airports Services Product Manager. Over 20 years of experience working with Vaisala systems and products. Expertize on Road and Runway Information Systems and Vaisala hosted systems. Product Manager of Airports Services which includes the development and support of

Vaisala Liquid Water Equivalent Systems (LWES) (AviCast and CheckTime) and managing the development of these Services.

Current SAE involvement (SAE Member):

SAE G12 De-icing committee

SAE G12 Future Deicing Technology committee

SAE G15 Airport Snow and Ice Control committee

Kevin Johnston

Federal Aviation Administrations (FAA)

Kevin Johnston is the Chief Meteorologist for the Director of the Federal Aviation Administration's (FAA) System Operations. As such, he advises the Director on weather related issues associated with Air Traffic Flow Management Decision Making activities. He is the FAA lead for the Weather Evaluation Team (WET), a sub team within the Collaborative Decision Making (CDM) structure between the FAA and the Aviation Industry and he is also the Contract Officer Technical Representative for the Center Weather Service Unit Operation at each of the FAA's Air Route Traffic Control Centers. Mr. Johnston moved into this position in November of 2008 after leaving the National Weather Service where he was the Aviation Services Branch Chief and NOAA Aviation Weather Program Manager from 2004-2008.

Mr. Johnston is a retired Air Force Lieutenant Colonel where he served over 21 years as a Weather Officer providing weather decision assistance information to various Joint, Air Force, Army and Special Operations missions.

Mr. Johnston has a Bachelor Degree in Meteorology from the Pennsylvania State University. Mr. Johnston is married to the former Ms. Jenny Jepson and they have three boys, William Patrick, Daniel Joseph and Thomas Michael.

John Kosak

National Business Aviation Administration (NBAA)

John Kosak received his Private Pilot's license in early 1991 while attending the Flight Program at Northwestern Michigan College in Traverse City Michigan. Flying around the Great Lakes is where John first gained both a healthy respect for and general interest in aviation weather. While John's life veered away from aviation for a short period, he used this time to acquire his Aircraft Dispatcher License in early 1999, which allowed him to join a fractional aircraft company that was growing exponentially later that year. While at this fractional company, John worked in numerous aspects of the business including logistics, dispatch, flight planning, operations training and operations management. After seven years working in Part 91 and Part 135 operations, John joined the National Business Aviation Association's Air Traffic Services at the FAA's Air Traffic Control System Command Center, now located in Warrenton, VA. As an Air Traffic Management Specialist working for NBAA members, John helps business and general aviation aircraft navigate the complex National Airspace System (NAS) and serves as a general aviation advocate during daily planning conference calls attended by Centers, Tracons, Towers and other operators throughout the NAS. While completing Penn State University's Weather Certificate course, John became the

NBAA general aviation representative on the FAA's Collaborative Decision Making Weather Evaluation Team in 2008. Later, John began participating in the FPAW meetings in the summer of 2010. When he's not working, John can be found giving tours of the National Air and Space Museum's Steven F. Udvar-Hazy Center as a Docent.

Tom Lloyd

JetBlue Airways

Tom Lloyd is Manager, Meteorology & Route Optimization at JetBlue Airways. Tom oversees weather services and policy at JetBlue in addition to managing the Air Traffic Control Coordinator team. Prior to joining JetBlue in 2007, Tom was a Dispatcher and Dispatch/SOC Manager in the regional airline industry for 7 years. Tom studied Meteorology at St. Cloud State University.

Bob Maxson

*National Ocean and Atmospheric Administration (NOAA)
National Weather Service (NWS)*

Captain Robert W. Maxson, NOAA (ret.) is the Director of the NOAA Aviation Weather Center located in Kansas City, Missouri, which issues aviation forecasts both domestically and world-wide. From 2005 through 2008, he was a research pilot with the National Center for Atmospheric Research (NCAR), operating C-130 and Gulfstream V aircraft in support of the weather and atmospheric research communities. A former director of the NOAA Aircraft Operations Center, Captain Maxson managed all NOAA aircraft activities as well as conducted hurricane surveillance missions with the NOAA G-IV jet aircraft. He holds multiple aircraft type ratings, and received the Department of Commerce Bronze medal for missions flown into Hurricane ISABEL. Captain Maxson is a graduate of the Florida Institute of Technology and the United States Naval Postgraduate School.

Melissa McCaffrey

Aircraft Owners and Pilots Association (AOPA)

Melissa McCaffrey works in the department at Aircraft Owners and Pilots Association (AOPA) as a Senior Government Analyst, Air Traffic Services. McCaffrey is responsible for assisting in the development of policies related to airspace, air traffic procedures and related regulations. She also manages policies related to aeronautical charting, aviation weather services, aeronautical information services and represents AOPA before membership, industry and government agencies. McCaffrey is a graduate of Embry Riddle Aeronautical University with a B.S. in Air Traffic Management; she has held a Private Pilot license since 2002.

John McCarthy, PhD

Aviation Weather Associates, Inc.

Dr. John McCarthy is the President of Aviation Weather Associates, Inc., of Palm Desert, CA. Currently, he and his firm are under contract to the FAA Aviation Weather division to provide external reviews of the Research Evolution Plan documents. Previously, AWA completed an

independent review of the Aviation Weather Office, Aviation Weather Research Program (AWRP). Prior to this, he was the Chief Scientist of the Weather Integrated Product Team of the Next Generation Air Transportation System (NextGen).

Previously, he was Manager for Scientific and Technical Program Development at the Naval Research Laboratory in Monterey (NRL), CA, from October 1997 until October 2002. Additionally, Dr. McCarthy served as Research Professor of Meteorology at the Naval Postgraduate School in Monterey, 2001-2002. During his tenure at NRL, Dr. McCarthy developed programs in improving ceiling and visibility forecasting, Flight Operations Risk Assessment System (FORAS), and a broad program effort to improve short-term weather information to the Navy battle group, entitled "NOWCAST for the Next Generation Navy."

Dr. McCarthy was the founding Director of the Research Applications Program (RAP)¹ at NCAR, from 1981-1994. As Director of RAP, he directed research associated with aviation weather hazards including NCAR activities associated with the Federal Aviation Administration (FAA) Aviation Weather Development Program, the FAA Terminal Doppler Weather Radar Program, and a national icing/winter storm research program. Previously, he directed NCAR activities associated with the Low-Level Windshear Alert System (LLWAS) project, which addressed the technical development of sensing systems to detect and warn of low-altitude wind shear, the Joint Airport Weather Studies (JAWS), and the Classify, Locate and Avoid Wind Shear (CLAWS) project at NCAR. Much of his NCAR work directed the prototype development of the FAA Terminal Doppler Weather Radar. Additionally, Dr. McCarthy was the principal meteorologist associated with the development of the FAA Wind Shear Training Aid for use with commercial airlines. Dr. McCarthy was at NCAR from 1979-1997.

Prior to Dr. McCarthy's NCAR tenure, he was an Assistant Professor of Meteorology at the University of Oklahoma, Norman, starting in 1973. In 1976 he was promoted to Associate Professor with tenure. Simultaneously to his OU appointments, he was an Associate Scientist with the NOAA National Severe Storms Laboratory in Norman.

Dr. McCarthy a founding member of the Federal Aviation Administration Research, Engineering, and Development Advisory Committee, and previously on the National Aeronautics and Space Administration Aviation Safety Program Executive Council. He is a member of the Flight Safety Foundation ICARUS Committee.

Dr. McCarthy's Awards:

- Flight Safety Foundation Admiral Luis de Florez Flight Safety Award for outstanding contribution to aviation safety, 1992
- Co-recipient of the Aerospace Laurels Award presented by Aviation Week and Space Technology, 1989
- Losey Atmospheric Sciences Award of the American Institute of Aeronautics and Astronautics (AIAA), 1987
- Edgar S. Gorrell Award of the Air Transport Association for efforts in aviation safety, 1987

¹ Now Research Applications Laboratory.

- The Boeing Commercial Airplane Group President's Award for Contributions to Aviation Safety, 1997
- 2002 Special Award from the FAA, in recognition of his efforts supporting the FAA Aviation Weather Research Program.
- In January 2000, Dr. McCarthy was named a Fellow of the American Meteorological Society.

Following degrees in Physics (Grinnell College, 1964)) and Meteorology (University of Oklahoma, 1973), Dr. McCarthy received his Ph.D. in Geophysical Sciences from the University of Chicago (1973). He is a private pilot holding single-engine land, glider, and instrument ratings. Additionally, he has been an official member of the crew as an observer on more than 250 commercial jet transport flights.

Joseph J. Miceli Jr.

Airline Dispatch Federation (ADF)

Born and raised on the south side of Chicago, I'm current President of the Airline Dispatchers Federation (ADF), a non-labor organization representing the professional interests of the dispatch profession. The ADF constituency is comprised of licensed FAR-121 aircraft dispatchers, operational control personnel from 103 aerospace companies including major airlines, express carriers, international members, private pilots, students, retirees, and other airline personnel. Prior to becoming president, I served as ADF Executive Vice President for 4 years aiding the president, collaborate with all parties insuring FAR-121 rules continue to evolve around our Aircraft Dispatchers and the PIC. (Pilot in Command)

As part of NACSC Committee (NextGen Advisory Committee Sub Committee) I attend meetings regularly offering solutions along with other aviation professionals, those within our industry including the FAA.

Aside from ADF activities, I have been employed with United Airlines for the last 26 years with 25 years of operational experience, 21 years of dispatch experience in all facets of operations including ADI (Aircraft Dispatch Instructor), ATC Coordinator (working with the Command Center ATCSCC, collaborating and solving daily traffic initiatives for UAL throughout North America). domestic ops, North Pacific ops, South Pacific ops , Atlantic ops, South America ops, Middle East ops, CRAF (Civil Reserve Air Fleet), and AMC (USAF Air Mobility Command). Prior to dispatch I was a former ramp tower operator (ORD) and load planner. (ORD) Educated at a local Community College studying business management, I'm a private pilot who currently resides in the western suburbs.

Josh Paurus

Minneapolis-St. Paul International Airport (MSP)

As a Duty Manager at the Minneapolis-St. Paul International Airport (MSP), Josh manages the day-to-day activities of the Metropolitan Airport Commission's (MAC) Airside Operations staff and is responsible for the implementation of MSP's operational programs including Airport Inspection and Certification, Wildlife Hazard Management, Emergency Management, Runway Safety and Winter Operations.

Josh has 18 years of experience at three airports in the field of airport operations. The past 13 years have been with the Airside Operations department at the Minneapolis/St. Paul International Airport. He is a graduate of the University of North Dakota with degrees in Airport Administration and Business Management. He is a licensed pilot and a Certified Emergency Manager.

Dr. James O Pinto

*National Center for Atmospheric Research (NCAR)
Research Applications Laboratory (RAL)*

Dr Pinto is a Research Scientist in the Research Applications Laboratory at NCAR. He has expertise in short term analysis and prediction of convective storms, mesoscale modeling and radar meteorology. He was the scientific lead for developing the blending component of CoSPA. CoSPA is a collaborative research effort between MIT-LL, NCAL-RAL and NOAA-GSD funded by the FAA Aviation Weather Research Program. CoSPA (which is currently at the technology transfer stage) provides continuously updating 0-8 hour forecasts of thunderstorms by blending extrapolation and model forecasts. James is currently working on new forecast techniques and model ensemble post-processing methods that can be used to forewarn aviation interests of the potential for large contiguous areas of thunderstorms. James has a Ph.D. in Atmospheric Science from the University of Colorado, a Masters in Atmospheric Science from The Pennsylvania State University and a B.S. from Cornell University.

Leo Prusak

Federal Aviation Administration (FAA)

Leo Prusak started with the Federal Aviation Administration in 1982 at Kennedy Tower as an air traffic controller. In 1986 he transferred to the New York TRACON where he worked as a Radar Controller in two sectors and a Traffic Management Coordinator. Subsequently, Mr. Prusak has worked at FAA Eastern Regional Office as a staff specialist and Branch Manager. In field operations work he has been the Traffic Management Officer at the NY TRACON and Air Traffic Manager of Teterboro, Newark, and LaGuardia Towers. He was also District Manager for the New York/New Jersey/Connecticut metro area which includes LGA, JFK, EWR, and 22 other air traffic facilities. Currently, Mr. Prusak is the Manager of Tactical Operations for the North East U.S. in the System Operations Directorate. He has spent several years assisting in research and development work related to weather system integration and software with ITWS, CIWS, RAPT, and other air traffic management tools. Mr. Prusak was a Keynote Speaker at the International Conference on Air Transportation Research in 2010.

Roy Rasmussen

*National Center for Atmospheric Research (NCAR)
Research Applications Laboratory (RAL)*

Roy Rasmussen received a Masters and PhD from the University of California, Los Angeles in Atmospheric Sciences in 1980 and 1982, respectively, specializing in cloud physics. He is now at the National Center for Atmospheric Research (NCAR), where he is currently the FAA Winter Weather Research Team lead. He led the FAA funded effort to develop the Weather Support to Deicing Decision Making (WSDDM) winter weather nowcasting system that is currently being deployed

commercially at a number of U.S. airports and was awarded the Government Technology Leadership award in Nov. 1999. He is currently involved with the design and development of a Liquid Water Equivalent system to provide real-time snowfall rates to support ground deicing users. He has five patents and over 40 peer reviewed journal papers. His paper on the relationship between snowfall rate and visibility won the NCAR paper of the year in December 2000.

Mike Robinson

AvMet Applications, Inc.

Mike Robinson is the Chief Technology Officer at AvMet Applications, Inc. His main research areas of interest include weather-air traffic management (ATM) translation and integration, weather-ATM functional task analysis, problem identification, and concept development, and weather-ATM decision support evaluation, metrics, and benefits assessments.

Over the past 10 years, Mike has been the project lead on 12 separate weather-ATM field evaluation campaigns and has spent over 500 hours in air traffic facilities observing and evaluating the operational decision-making environment during significant weather impact events. He has been the technical lead for evaluating the operational utility and/or user benefits for more than 10 separate aviation decision support capabilities.

Prior to joining AvMet, Mike worked as a technical staff scientist with MIT Lincoln Laboratory as well as a research analyst at the NASA Goddard Space Flight Center. Mike has a Master's Degree in Meteorology from Texas A&M University.

Dr. Robert Sharman

*National Center for Atmospheric Research (NCAR)
Research Applications Laboratory (RAL)*

Dr. Robert Sharman has been a project scientist at the Research Applications Laboratory (RAL), National Center for Atmospheric Research (NCAR) in Boulder, CO since 1996. Since coming to NCAR/RAL, he has been heavily involved in aviation turbulence research programs, and is currently the lead for the FAA's Aviation Weather Research Program (AWRP) Turbulence Product Development Team. This team is responsible for developing an automated turbulence prediction system (Graphical Turbulence Guidance, GTG) that is operational through NOAA's ADDS (Aviation Digital Data Service) website. He also leads a team working on free atmosphere turbulence characterization, concentrating on using high resolution fluid dynamical numerical simulations to better define the turbulence structures associated with severe turbulence encounters by aircraft.

Captain Robert P. "Rocky" Stone, Jr.

United Airlines (UAL)

Captain Rocky Stone is the Chief Technical Pilot - Surveillance for United Airlines. Rocky currently flies as a Boeing 777 Captain. He has previous experience at United flying the B727, B737, B757, and B767. Prior to joining United, Rocky was an experimental test pilot in the US Air Force, with pilot assignments in the F-15, T-38, A-7, and F-4. Rocky earned his B.S. degree in Aeronautical Engineering from the Massachusetts Institute of Technology and a M.S. in Systems Management

from the University of Southern California. Rocky is the co-chair of RTCA Special Committee-186, responsible for developing technical and operational standards for Automatic Dependent Surveillance – Broadcast (ADS-B). Rocky is a member of the “ADS-B in” Aviation Rulemaking Committee (ARC), and co-chairs the operations working group of the ARC. Rocky is also co-chair of RTCA Special Committee-206 on Aeronautical Information Services (AIS) Data Link.

Nick Stoer

Nicholas Stoer & Associates

Mr. Stoer is president of Nicholas Stoer & Associates of Chester, Maryland, an independent aviation, management and policy consultancy. His engagements have included financing alternatives for the Federal Aviation Administration (FAA), aircraft safety and certification issues, ATC automation and weather display systems for air traffic controllers, aviation security issues, satellite navigation technology, National Weather Service modernization issues, aviation weather research issues, information systems proposals, outsourcing of air traffic control towers, and ILS and related equipment for airports. As a consultant to the National Center for Atmospheric Research (a National Science Foundation FFRDC) he has been active in interagency work groups such as the Joint Planning and Development Office to develop concepts for the Next Generation Air Transportation System (NextGen). In 2008 he was an expert consultant to the NWS on aviation weather and NextGen issues. He has supported Aviation Weather Associates of Palm Desert, CA, on aviation weather policy issues for the FAA Aviation Weather Office. Mr. Stoer’s knowledge gained through more than 30 years of experience in U.S. Federal policy and executive leadership positions allows him to effectively meet client clients on a wide range of subjects: legislation, public policy analysis, new business development and government contract acquisition and regulatory issues.

Prior to his consulting practice Mr. Stoer retired in 1995 as the Chief Financial Officer (ABA-1, Assistant Administrator for Budget and Accounting) of the FAA. He had over 32 years of Federal service. From 1986 to 1991 he served as FAA's Budget Director (ABU-1). At the FAA, Mr. Stoer advised five Administrators and testified before Congress on the FAA’s budget, program and legislative policies and proposals. He overhauled the agency's budget process, prepared the first FAA report under the Chief Financial Officer’s Act, and championed installation of new financial and budget systems. He held leadership positions on the FAA’s key management, research and capital investment committees. Mr. Stoer has dealt extensively with technology issues, staffing models for large workforces (FAA, Coast Guard), and with corporatization proposals for the FAA. He has traveled extensively in the U.S. and overseas (United Kingdom, Canada, Australia, China and elsewhere) on FAA-related issues.

Before joining the FAA in 1986, Mr. Stoer had 17 years of experience as a Senior Budget Examiner at the White House Office of Management Budget (OMB). Chronologically, at OMB he dealt with policy issues and budgets of NASA, Federal Transit Administration, Federal Railroad Administration, Amtrak, U.S. Coast Guard, FAA and other transportation-related agencies. His OMB work included review of budget, research and legislative proposals, contracting and outsourcing issues, capital investment acquisitions, interpretation of OMB guidelines, and defense and analysis of agency programs before the OMB Director and White House officials. He continues to interact with OMB

officials, the Office of Science and Technology Policy and congressional staff on appropriations and authorizing committees.

Mr. Stoer is the past president of the American Association for Budget and Program Analysis (AABPA), a professional association for Federal and State budget and program officials.

Mr. Stoer's MBA in Finance and Investments is from The George Washington University (1973). His BA in Political Science and German is from the University of Maryland (1966). He completed resident courses at the FAA Executive School, the Federal Executive Institute, King's Point, NY, and the Army Language School, Monterey, CA. Early in his career Mr. Stoer held positions at the Atomic Energy Commission and the National Security Agency. He served in the U.S. Army for three years, stationed in Berlin, Germany. He is a member of the AABPA, the Air Traffic Control Association and the Aero Club of Washington. He and his wife live on Kent Island, Maryland, where he is active in community and Chesapeake Bay environmental issues. He is also a Master Gardener.

Mr. Stoer's Awards:

- 1995 - FAA Distinguished Career Service Award from Administrator David Hinson
- 1995 – Clifford Burton Medallion Award from the Air Traffic Control Association
- 1994 - Senior Executive Service Presidential Rank Award from Transportation Secretary Federico Peña.
- 1993 – FAA Superior Achievement Award from Acting Administrator Joseph Del Balzo
- 1993 – Outstanding Service Award. American Association for Budget and Program Analysis
- 1982 - OMB Outstanding Service Award from Director David Stockman.

Roger Sultan

Federal Aviation Association (FAA)

Roger M. Sultan is a FAA Aviation Safety Inspector / Operations in AFS-430, Future Technologies Branch. Mr. Sultan works at FAA HQ in Washington, DC. FAA responsibilities include NextGen Aviation Weather Policy and ADS-B Policy.

Mr. Sultan holds a degree in Aeronautical Science from Embry-Riddle Aeronautical University. Prior to joining the FAA, Mr. Sultan was a pilot at United Airlines flying the B-727, B-737, and A320. Mr. Sultan also previously flew DC-9s at TWA as well as Jetstream 32s and Jetstream 41s at Trans States Airlines. Mr. Sultan's previous general aviation experience includes flying Cessna Citation IIs in Part 135 Operations as well as flight instructing for several years.

Melissa Thomas

Delta Airlines (DAL)

In her current role as Lead Meteorologist at Delta Air lines, Melissa is actively involved in training various work groups. She is involved in developing training material for new hire pilots, FAR Part 65 and Part 121 training for dispatchers at Delta and other airlines, and in recurrent and new hire training of the meteorologists at Delta.

Melissa started with Northwest Airlines in 1996 and began research on forecasting mountain waves and other causes of turbulence since 2000. Her education has led her from New York to Wyoming, and work then brought her to Minneapolis/St. Paul and Atlanta (where she is currently residing and is finally happy with the climate).

Matthew Tucker

National Air Traffic Controller's Association (NATCA)

Matt joined the US Army in June 1983, where he served as an Air Traffic Controller. In 1987 he entered the FAA at Baton Rouge ATCT as an Air Traffic Assistant and then as an Air Traffic Controller in November 1989. In March 2000 Matt became the NATCA Weather Liaison working in Washington DC. While working as the Weather Liaison he worked on all FAA weather programs as well as serving on the CAST JSAT for Turbulence and the JSIT/JSAT for remaining Risks. In February 2003 Matt transferred to Jacksonville ARTCC, In August 2012 Matt Transferred to Atlanta ARTCC, The world's busiest air traffic control facility where he currently works as an Air Traffic Controller. Matt is also currently the NATCA Weather Representative, serving on Nexgen Weather Processor (NWP) and the CDM Weather Evaluation Team.

Bill Watts

Delta Air Lines

Consultant

Managing joint FAA, NCAR, NASA and Delta team for airborne turbulence

Director – Flight Operations – Technical Support

Managed aircraft and other technical issues for the airline

Provided tactical and strategic plans for airspace capacity

Managed security functions for aircraft operations

Fleet Acquisition Team

Provided recommendation for 20 year fleet to senior management

MD-88/90 & B727 Program Manager

Managed technical and training issues for two aircraft fleets