

National Business Aviation Administration (NBAA)  
Friends/Partners in Aviation Weather Forum (FPAW)

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BIOGRAPHIES OF SPEAKERS AND PANELIST

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**Cyndie Ableman***National Oceanic and Atmospheric Administration (NOAA)**National Weather Service (NWS)*

Cyndie Abelman is currently the NOAA Aviation Weather Program Manager as well as the NWS Aviation Weather Services Branch Chief. In her current position, she leads the aviation weather program for NOAA/NWS. Prior to this position, she worked for NWS Aviation Service Branch and was the Meteorologist in Charge at the NWS Office at the FAA Academy in Oklahoma City, OK. Cyndie's 20+ years in the NWS have included a variety of field and regional headquarters positions including weather observer, forecaster and regional program manager.

**Mark J. Andrews***Joint Planning and Development Office (JPDO)*

Mark J. Andrews attended and graduated from Waterford Township (Michigan) High School in the spring of 1975. In the fall, he attended the University of Michigan, where he graduated with a Bachelor's of Science in Atmospheric and Oceanic Science in 1979.

After finishing college he was admitted into the Officer Training School, Medina Annex, Lackland Air Force Base, where he was commissioned a Second Lieutenant in the Air Force.

Mark's first assignment was to Air Force Global Weather Central, Offutt AFB, Nebraska, where he was assigned as Officer In Charge, CONUS Severe Weather Warning section. There he was responsible for providing advance severe weather warning advisories to over 500 CONUS locations.

Promoted to First Lieutenant in 1981, and then finishing out a 3 year tour, his next assignment took him to Hickam AFB, Hawaii, in 1982, where he served as the lead CINCPACAF weather briefer and operations planner. While serving a three year tour there Mark was promoted to Captain in 1983. Upon the conclusion of this tour in 1985 he was competitively selected to attend the Air Force Institute of Technology Masters program at the Florida State University, where he graduated summa cum laude in 1987 with a Masters Degree in Meteorology, with special emphasis in satellite remote sensing.

Mark was then picked to move to Wright-Patterson AFB, Ohio, where he served as Staff Meteorologist, and supporting Special Access Required (SAR) programs from 1987 to 1991. There he acted as environmental lead engineer for over 15 separate SAR programs, to include the B-2 bomber, the F-117A and F-22 fighters, the Advanced Cruise Missile, and the Tri-Service Standoff Attack Missile. In 1989 he was selected as the Air Force's Outstanding Staff Meteorologist (Bud Long Award), and the Air Force's top climatologist (Air Force Zimmerman Award). Mark was also promoted to Major while at Wright-Patterson AFB in 1991.

Based on his SAR background, Mark was then selected to become Commander, Detachment 8, Air Weather Service, at Tonopah Test Range, Nevada, where he oversaw

weather support to the 37<sup>th</sup> Fighter Wing (3 F-117A fighter squadrons) and the closure of the facility from 1991 to 1992.

After the successful closure, Mark was assigned to the Air Staff (Pentagon) in 1992, where he served a four year tour as the Air Force weather lead for Defense Meteorological Satellite Program (DMSP). Mark was selected to represent the Department of Defense in the formation of the Tri-Agency Convergence Transition Team (TACTT), which laid the ground work and supporting Memorandum of Agreements between the Secretaries of Commerce, State, and Defense for the merging of the civilian and defense polar-orbiting meteorological satellite programs. Mark was awarded the Vice-President's "Hammer" Award in 1996, for his work in overcoming agency concerns and saving an estimated 2 billion dollars by combining both programs. Mark was promoted to the rank of Lieutenant Colonel upon his departure from the Pentagon during May, 1996.

Mark was then selected to become Director of the Joint Typhoon Warning Center (JTWC), which provides tropical cyclone advisories and warnings to all U.S. Defense and State Department assets for an area encompassing over 53 million square miles (roughly 70%) of the ocean's surface. Under his command, the JTWC was recognized by the Director of the National Hurricane Center and the National Weather Service for shattering historical records for warning accuracy in 1997. The JTWC was also selected as PACAF's weather unit of the year-1997.

Mark concluded his military career serving as the Commander of the 3<sup>rd</sup> Weather Squadron, Fort Hood, Texas. In his role as the Staff Weather Officer to the Army's III Corps Commander, Mark's squadron provided support to two Army divisions. Mark was inducted into the Army's "Knowlton" Society, for excellence in supporting the Army's intelligence missions.

Upon retirement from the Air Force, Mark was hired by NOAA's National Weather Service in 2000 to serve as the aviation services chief and NOAA's Aviation Weather Program Manager, a position served in for four years prior to his selection to represent the Department of Commerce as the weather working group lead.

While in the Service, Mark was awarded the Defense Meritorious Service Medal, the Meritorious Service Medal with one oak leaf cluster, the Air Force Commendation Medal with one oak leaf cluster, the Army Commendation Medal, the Air Force Achievement Medal, the National Defense Medal, and the Humanitarian Service Medal with one device.

Mark Andrews married the former Bella (Dina) C. Kandarakis, of Tallahassee, Florida, in 1987.

### **Stan Benjamin**

*National Oceanic and Atmospheric Administration (NOAA)  
Earth System Research Lab (ESRL)*

Stan Benjamin leads the development of the hourly updated weather forecast models used by NOAA as guidance for aviation forecasting, including the Rapid Update Cycle (RUC), the Rapid Refresh (RR - upcoming RUC-replacement in 2010), and the 3km storm-

resolving High-Resolution Rapid Refresh (HRRR). Stan is chief of the Assimilation and Modeling Branch in the NOAA Earth System Research Lab (ESRL). Stan and colleague Steve Weygandt guide the work of several other scientists on the development and testing of RUC/RR/HRRR, and his group works closely with the NOAA National Centers for Environmental Prediction (NCEP), NCAR, Univ. of Oklahoma, MIT/Lincoln Labs, and others labs.

Stan holds a B.A. degree in (Michigan) and M.S. and Ph.D. degrees in meteorology from Penn State University.

### **Geoff Bing**

*Vaisala*

Geoff Bing manages the Americas Region for Vaisala's Airports Market Segment, based out of Louisville, CO. He is a graduate of Ohio State's Aviation Program and is a licensed Commercial Multi Engine Pilot and Flight Instructor. He has over 20 years experience working with Federal, State and Private Organizations in the development of Aviation Weather Programs. He is currently serving on the NEXTGEN Weather Working Group and is a member of various industry associations.

### **James H. Block**

*Telvent/Meteorlogix*

Jim is a Certified Consulting Meteorologist (CCM) with over 25 years of experience in commercial and aviation meteorology. Jim is the Chief Meteorologist at Telvent DTN, and is responsible for all of the weather products and content used by Telvent DTN's 100,000 business and professional customers. He is presently serving on the American Meteorological Society's Intelligent Transportation Committee, and is a past president of the National Council of Industrial Meteorologists.

### **Captain Joseph D. Burns**

*United Airlines (UAL)*

Captain Joseph D. Burns is the Managing Director of Flight Standards, Technology and Flight Test. At United, he previously held positions as Director – Flight Standards, Director – Technology, Chief Pilot – FFDO Program, Manager – Automation Systems/MIS, Pilot Instructor on both the A320/319 and B-727 fleets, served as the Council 93 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 A319/320. He is type-rated in 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 President's commission on Position, Navigation, and Time (GPS), on the Board of Directors for Optical Detection Systems, AgileDefense, LLC, and is the Chairman/CEO of ATNSI. Additionally he is Chairman Emeritus of the ATA Airline Operations Committee, Vice-Chairman of the Airborne Internet Consortium, and Chairman of the ATA - Air Traffic Control Council.

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.

### **Mike Cetinich**

*Jeppesen*

Mr. Cetinich has been employed with Jeppesen since 1983. Mike is currently the Product Manager for OpsData, Weather, Flight Tracking and NOTAM Services at Jeppesen. Mike has also managed flight planning at Jeppesen.. Mike has P&L responsibility as well as strategic and tactical planning and product development for the products mentioned previously. Prior to Mike's current responsibilities, he was the Manager of Meteorology Operations from 1991 to 2000, responsible for the day to day operations as well as product development in this role. Mike was a software developer for the Meteorology department, maintaining and developing software for the department from 1986 to 1991. Initially, Mike was an Aviation Forecaster from 1983 to 1986.

Mike received a B.S. in Meteorology from San Jose State University in 1982, and attended graduate school at San Jose State University working towards a M.S. in Meteorology from 1982 to 1985. Mike has been a member of the American Meteorological Society (AMS) since 1983, and has authored papers that have appeared in the Bulletin of the AMS. Mike has also served on various RTCA, IATA and ICAO weather committees, and has given presentations at numerous industry meetings, including the AMS Annual Meeting, ICAO Safety Seminar, IATA Weather Committee Meeting, NASA ICNS Conference, NBAA and IOC Conventions, EAA Air Venture Annual meetings, and Civil Air Patrol meetings. Mike is also currently participating on the weather working group for the FAA JPDO/NEXTGEN initiative. Mike was a student pilot from 1981-1983 and now teaches Aviation Weather to local area pilots. Mike has also traveled to Antarctica to study the weather and flight operations for the National Science Foundation in 2005.

### **Larry Cornman**

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

Larry Cornman is a project scientist at the National Center for Atmospheric Research. His educational background includes undergraduate degrees in Mathematics and Physics from the University of California and a graduate degree in Physics from the University of Colorado. He started working at NCAR in 1983 in support of the FAA's Low Level Windshear Alert System (LLWAS). From 1983 to 1990, Larry was involved in the development of the Phase II and Phase III LLWAS algorithms and the Terminal Doppler Weather Radar (TDWR) algorithms. In 1989, he developed the TDWR/LLWAS Integration algorithms, for which he holds numerous U.S. and International patents. Since 1990, Larry's research focus has been on atmospheric turbulence. He has developed turbulence detection algorithms for remote sensors including ground-based and airborne Doppler radars, lidars and wind profilers; as well as developing a methodology for making *in situ* measurements of turbulence from commercial aircraft. He has twice been the recipient of an Aviation Week and Space Technology magazine Laurel Award, a recipient of a NASA "Turning Goals into Reality" award, and was named to the 2003 "Scientific American 50" list as Research Leader in Aerospace.

### **Rick Curtis**

*Southwest Airlines*

Rick has been at Southwest Airlines for twelve 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, and he is a member of both the American Meteorological Society and the National Weather Association.

### **Ernie Dash**

*AVMET*

Ernie is an aviation meteorologist with 47 years experience supporting the Air Force for 27 years and now the FAA for 20 years. He's originally from Illinois and has a Bachelor's Degree in Engineering Administration from Millikin University in Decatur, Illinois. The Air Force then offered him the opportunity to become a meteorologist and sent him to Texas A&M. Later on, he got a Master's in System's Engineering from the University of Southern California.

While in the Air Force, he became a satellite meteorologist and among many assignments was the program manager for the Air Force tactical terminals for receiving direct readout of the Defense Meteorological Satellite Program. He also participated in the initial drafting of Air Force requirements for a ground Doppler weather radar system which ultimately became the Tri-Agency (DOD, DOC, and DOT) NEXRAD program. Ernie retired in 1989 as the Commander of the 5<sup>th</sup> Weather Wing at Langley Air Force Base in Hampton, Virginia; and has stayed in the area as a resident of York County, Virginia.

In 1989, Ernie began providing contract support to the FAA FIS Data Link program. One of his initial tasks was to draft the requirements and demonstrate the operational concepts for an uplink-only broadcast service. Through that task, he co-edited publication of the RTCA document DO-232, *Operations Concepts for Data Link Applications of Flight Information Services*, March 14, 1996. More recently, he led a team that drafted the JPDO NextGen Weather Concept of Operations, V1.0, May 13, 2006.

Ernie continues today as a consultant supporting the FAA ATO Weather programs.

### **Paul Devlin**

*WSI Corporation*

I am the product manager for WSI Corporation's weather datalink products. Currently, I participate on the SAE G10W Weather Information Systems Committee. I hold a Commercial Pilot's license and am a CFI.

### **Thomas H. Fahey, III**

*Delta Airlines*

Tom is currently employed as Manager Meteorology at Northwest Airlines (NWA) and also contracts independently as a meteorology consultant. In 1974 he received a Bachelor degree in Geology with Math and Physics minors from College of St. Thomas; in 1981 a Master of Science in Meteorology from University Wisconsin, Madison; and in 1997 a Mini MBA Program from University of St. Thomas.



**Fahey Meteorological Consulting**

- Development and Presentation of Aviation Meteorology Training Modules
- Forensic Meteorology
- Operational Aviation Meteorology

**NWA**

- Forecaster: Producing weather products (1977-1990).
- Product Development: Developing forecast procedures (1988-1990).
- Union President: Negotiating & representing the Meteorology Union (1982-1988)
- NWA Management: Directing the NWA weather offices (1990-1999).
- Contract Management: Added duties administrating sale of weather products and services outside of NWA (2000-Current).
- Operations Control: Added duties supporting Systems Operations Control management (2006-present)

NWA has a long tradition of over 40 years providing forecasts of turbulence and wind shear using the copyrighted Turbulence Plot (TP) System. Tom has both conducted and supervised projects that resulted in new and/or improved methods for producing and distributing both turbulence and wind shear information as well as other atmospheric based aviation hazards such as volcanic ash. Tom also initiated and oversaw development of a 2nd set of weather products focused on operations at NWA's hub airports. Most recently Tom has expanded NWA weather services via contracts with other airlines and has lead efforts to develop new forecast products to support NWA System Operations Control processes.

**Aviation Industry Recognition and Current Activities**

- Feb 2001, Aviation Week & Space Technology's Aviation Laurels Award Recipient for role in development of Collaborative Convective Forecast Product (CCFP).
- 2006-08 Industry Lead, Collaborative Decision Making (CDM) Weather Eval. Team
- A joint Government, Industry & Research community effort to address primarily Air Traffic Management convective wx related issues as well as other weather issues
- 2007, Chair, Air Transport Association, Aviation Industry Weather Work Group
- 2007-08, Industry Co-Chair Ground Deicing Work Group, Weather Sub-Committee
- 2007-08, IATA Rep on the ICAO Meteorological Warnings Study Group (METWSG)
- 2008, IATA Representative on the ICAO Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG)

**Tammy Farrar**

*Federal Aviation Administration (FAA)  
Aviation Weather/Weather Policy and Requirements Group*

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 (AMS) Journal of the Atmospheric Sciences. She began her current position as a Research Meteorologist for the Federal Aviation Administration's (FAA) Aviation Weather/Weather Policy and Requirements Group in January of 2008, and serves as the FAA's Turbulence Subject Matter Expert.

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.

### **Jaime Figueroa**

*Federal Aviation Administration (FAA)*

*Aviation Weather Group for the Air Traffic Office of Operations Planning*

Jaime Figueroa currently serves as the Acting Manager for the Aviation Weather Group for the Air Traffic Office of Operations Planning. In that capacity he leads a diverse team of engineers, research scientists and aviation professionals in the formulation of requirements and the conduct of research and development programs to test and validate new concepts in aviation weather. Before joining the Aviation Weather Group, Jaime served as the Runway Incursion & Safety Portfolio Team Manager and in that role led the development, evaluation and operational transition of new technologies to increase runway safety at our nation's airports. He began his FAA career in 1992, working with the Surveillance and Weather Integrated Product Team on the Precision Runway Monitor and Mode S Secondary Radar Programs. Before joining the Office of Operations Planning, he served as an Integrated Product Team Lead and acting manager for the Information Technology Division. Prior to joining the FAA, Jaime worked eight years for the United States Navy, developing and testing surface ship and strike aircraft weapon systems.

Jaime has a Bachelor of Science degree in Electrical Engineering from the University of Puerto Rico, a Master of Science degree in Telecommunications Management from the University of Maryland and Chief Information Officer Certification from the National Defense University.

**Matt Fronzak**  
*MITRE/CAASD*

Today: Matt is a Lead Multi-Discipline Systems Engineer in the NAS Operations department (F065) at The MITRE Corporation in McLean, VA. He has worked for MITRE in this capacity since June, 2009.

Education: Matt graduated from the University of Massachusetts – Lowell in June of 1978 with a Bachelor of Science degree in Meteorology. He returned to school in 2005, and attained a Master of Aeronautical Science degree from Embry-Riddle Aeronautical University in December, 2008.

Prior Work History: Beginning in October, 1974, Matt started a nearly 34 year career with Delta Air Lines. More than 30 of those years were spent working in or supporting the operational and operations control departments at Delta. From July, 1978 until his retirement in August, 2008, he worked as an operational meteorologist, an aircraft dispatcher, a sector manager, an ATC sector manager and a member of the Flight Control management team on two separate occasions.

During his first stint in Flight Control management, Matt also served as the Chairman of the IATA North Atlantic/North American (NAT/NAM) Regional Coordination Group (RCG) from 1994-1996. During that same period, he was a founding member of the ICAO NAT Implementation Management Group (IMG).

Matt's final management stint spanned the period from 2000-2005. During that time, he was responsible for Delta's Meteorology and Radio departments, the Navigation Database Group and all Flight Control automation.

He returned to a line position (Sector Manager – ATC) early in 2005 to have enough time to attend graduate school. During this same period, he became a member of the REDAC Weather/ATM Integration Work Group (WAIWG) and contributed to that group's report to its parent committee.

Shortly after his retirement from Delta, Matt began work as a Principal Systems Marketing Manager for Rockwell Collins in Cedar Rapids, IA. During his seven months there, he was named co-chairman of the Weather Integration Sub Team #1 (WIST #1) which wrote a significant portion of the FAA's Weather/ATM Integration Plan.

**Jonathan “JJ” Greenway**  
*Aircraft Owners and Pilots Association (AOPA)*

Jonathan “JJ” Greenway is the Chief Flight Instructor and Safety Director for the AOPA Air Safety Foundation. Formerly a Boeing 767 Captain and Check Airman for American Airlines, he has been an active Flight Instructor for 29 years. With over 13,700 hours logged, he teaches aerobatics and tailwheel transitions in his Decathlon. He is a regular on the aviation speaking circuit, appearing at AOPA Summit, Sun 'n Fun, Air Venture, local Ninety Nines groups and the Civil Air Patrol.

**Win Heagy**  
*MITRE/CAASD*

Win is a Project Team Manager and Software Systems Engineer for The MITRE Corporation's Center For Advanced Aviation System Development in McLean, Va. For the past 10 years he has been working on en route conflict detection and resolution capabilities for aircraft/aircraft, aircraft/weather, and aircraft/airspace problems, as well as the integration of severe weather products with en route automation systems.

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

Dr. Herzegh serves as a Project Scientist within the Research Applications Laboratory of the National Center for Atmospheric Research in Boulder, Colorado. In this role he leads the FAA-sponsored National Ceiling and Visibility Research Team. Before joining RAL, Dr. Herzegh served as Manager of NCAR's Research Aviation Facility, and earlier roles as Manager of NCAR's Research Data Program and Associate Manager of NCAR's Field Observing Facility. Dr. Herzegh's research publications include topics on the cloud processes of winter storms and the use of polarimetric radar and aircraft in storm research. He received a Ph.D. in Atmospheric Sciences from the University of Washington, and a B.S. in Geology from Case Western Reserve University

**Albert Homans**  
*ARINC*

**EXPERIENCE:** Mr. Homans manages various programs at ARINC for the FAA, NOAA, and airline customers. He is responsible for the operational and technical support to weather and information systems programs and to data link services, including the management of software development efforts, interface with internal organizations and customers, business development efforts, and proposals.

Before joining ARINC, Mr. Homans held positions in engineering and program management with major corporations. He has managed hardware and software design, development, fabrication and test of communications and data handling systems, ground support equipment, and ground support software for major NASA spacecraft. He managed several programs for special aircraft communications systems for international customers.

**EDUCATION:**

MBA, Loyola College, Baltimore, MD

M.S., Electrical Engineering, Air Force Institute of Technology, Wright-Patterson AFB, Ohio

B.S., Mechanical Engineering, Ohio University, Athens, Ohio

Certificate, Software Engineering, George Washington University, Washington, D.C.

Graduate Study, Electronics, University of Florida, Gainesville, FL.

**John Huhn**  
*MITRE/CAASD*

John Huhn is a Senior System Development Engineer within MITRE's Center for Advanced Aviation System Development (CAASD). Among his various research tasks, John is a valuable member of the National Airspace System (NAS) tactical operations division. His extensive knowledge of meteorology and air traffic flow management affords him a unique perspective during his day to day analysis from the operational floor of the Air Traffic Control System Command Center (ATCSCC).

In addition to NAS tactical weather analysis, John is at the forefront of CAASD's research, exploring the integration of weather forecast capabilities into the Next Generation of Traffic Flow Management.

John holds a Bachelor of Science in Meteorology from Kean University and a Master of Aeronautical Science from Embry-Riddle University.

**Kevin Johnston**  
*Federal Aviation Administration (FAA)*  
*No bio received*

**Desmond Keany**  
*American Airlines*

Currently the Manager Flight Planning and Weather Support at American Airlines and have worked in the Dispatch/SOC environment for 31 years.

For much of my life I have worked for TWA including 11 years based in Paris/France and 7 years in Saudi Arabia.

Originally came to the airline business from Air Traffic Control.

I hail from Dublin/Ireland

**Eric Lugger**  
*Air Methods Corporation (AMC)*

Eric has more than thirty-eight years of aviation experience in the military/general aviation industry. He is a former U.S. Army Aviator helicopter pilot, Aviation Safety and Aircraft Maintenance officer. Mr. Lugger has performed more than five hundred aircraft accident investigations, reconstructions and conducted materials failure analyses on aircraft and locomotive components. He is a Corporate Safety Manager with Air Methods, the world's largest provider of helicopter and airplane air ambulance services through 260+ national operating locations. AMC is the most progressive FAA part 135 organizations in safety initiatives: examples are Safety Management Systems (SMS), a Helicopter Flight Data

Monitoring Program (HFDM) sponsored by the Flight Safety Foundation (FSF), Line Oriented Safety Audits (LOSA), Internal Evaluation Program (IEP) and an operational Aviation Safety Action Program (ASAP). Eric has been actively a champion in assisting the FAA Flight Standards Service and Air Traffic Organization with the development of the HEMS tool graphical low atmosphere weather depiction product. He has a mechanical engineering background and an MS in materials science.

### **Thomas MacPhail**

*Federal Aviation Administration (FAA)*

Thomas MacPhail began working for the FAA in July of this year in the Air Traffic Organization, NextGen and Operations Planning, as the Research to Operations Coordinator for the Aviation Weather Group. Prior to assuming these duties, Tom worked for the National Weather Service for almost 8 years; most recently as liaison to the FAA's Air Traffic Control System Command Center in Herndon, VA and before that as aviation forecaster at the Alaska Aviation Weather Unit in Anchorage, Alaska. Tom began his meteorology career in the USAF in 1978 after graduating from the AF Institute of Technology's basic meteorology program at Texas A&M University. He then served in several weather-related command and staff positions during his 21-year AF career before retiring from active duty in 1998 at the rank of Lt. Colonel to pursue broadcast meteorology in Anchorage. As Chief Meteorologist for CBS-affiliated KTVA as well as their partner Fox station, Tom won several broadcast awards and was also nominated and nationally elected to the Council of the American Meteorological Society. He holds a BS degree in biochemistry from the University of Massachusetts in Amherst (1977) and an MA in Computer Resource Management from Webster University (1988). Tom and his wife, Kathy, now live in Reston, Virginia but their hearts remain forever in Alaska.

### **Kevin Morgan Mattison**

*Federal Aviation Administration (FAA)*

Kevin Mattison is a member of the Headquarters, FAA, Associate Administrator for Aviation Safety's Aircraft-Certification Branch [AIR-130]. He is responsible for developing requirements and new certification policy for communication, navigation, and surveillance systems. His current focus also includes Flight Information Services-Data Link, Automatic Dependent Surveillance-Broadcast, and Airborne Hazard Detection Systems with flight deck display capability.

Kevin's accomplishments at the FAA include, being hand-picked as Special Assistant to the former Associate Administrator for Aviation Safety, Nick Sabatini, and Chairman of the FAA Weather Technical Community Representative Group. He led the charge by coordinating, aircraft-centric, weather research initiatives for the display, transmission, and receipt of real-time weather information on the flight deck.

Kevin is a retired USAF Meteorologist and former Commander of the 3<sup>rd</sup> Air Force, 100 Operations Support Squadron, RAF Mildenhall, Weather Flight, in the United Kingdom [the largest US weather station in Europe].

He holds a Masters Degree in Meteorology from Texas A&M University and a Bachelors Degree in Mathematics, with Minors in Physics and Engineering, from Auburn University.

Kevin is an accomplished, life-long athlete and is conversant in Japanese while developing skill in Russian, Hindi, and Spanish. He is active in charitable and social efforts that include food drives and teaching mind-body performance optimization.

### **Captain Bob Maxson**

*National Oceanic and Atmospheric Administration (NOAA)  
Aviation Weather Center (AWC)*

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.

### **John McCarthy**

*Aviation Weather Associates, Inc.,*

Dr. John McCarthy is the President of Aviation Weather Associates, Inc., of Palm Desert, CA. Until June 2007, he was the Chief Scientist of the Weather Integrated Product Team of the Next Generation Air Transportation System (NexGen), Joint Program & Development Office, and continues that role for the FAA Aviation Weather Office.

Prior to this, he was Manager for Scientific and Technical Program Development at the Naval Research Laboratory in Monterey, 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 has 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 Navy battle group, entitled "NOWCAST for the Next Generation Navy."

Dr. McCarthy the founding Director of the Research Applications Program (RAP) 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 the many aspects of NCAR's contribution to the identification of microbursts and the eventual removal of microbursts as an aviation hazard, through primarily Doppler radar detection systems. Additionally, Dr. McCarthy was the principal meteorologist associated with the development of the FAA Wind Shear Training Aid.

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 received his B.A. in Physics from Grinnell College (1964), his M.S. in Meteorology from the University of Oklahoma (1967), and 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. He has received six major safety awards. He has been an official member of the crew as an observer on more than 500 commercial jet transport flights.

### **Joseph Miceli**

#### *Airline Dispatchers Federation (ADF)*

Currently I am the President of the Airline Dispatchers Federation (ADF), a non-labor organization representing the professional interests of the dispatch profession. Leading this all-volunteer corporation, ADF constituency is comprised of Licensed 121 Aircraft Dispatchers, Operational Control Personnel from 103 Aerospace Companies including Major Airlines, Express Carriers, International Members, Private Pilots, Students, and Airline Personnel. Prior to becoming President I was Executive Vice President for 4 years aiding and collaborate with all parties involved insuring FAA Part 121 rules continue to evolve around our Aircraft Dispatchers and the PIC (Pilot in Command). As a member of the Executive Board, I regularly attend JPDO and NEXTGEN meetings. As part of ATMAC (Air Traffic Management Advisory Committee), I attending meetings in Washington DC with other aviation professionals including officials within the FAA offering suggestions and solutions.

Aside from ADF activities, I have been employed with United Airlines (ORD) for the last 22 years and have been Aircraft Dispatcher for 15 years. My 22 years of operational experience involves being an ADI (Aircraft Dispatch Instructor) teaching UALs current and future dispatch prospects also instructing Recurrent Training keeping our dispatcher current, as ATC Coordinator I work with the ATC Command Center (ATCSCC) collaborating and solving daily traffic initiatives for our airline throughout North America, I'm a qualified dispatcher Domestically, North Pacific (Polar Ops), South Pacific, Atlantic, South America, CRAF (Civil Reserve Air Fleet), AMC (USAF Air Mobility Command), Part 121 Flag and Supplemental Part 91 Aircraft Dispatcher, Ramp Tower Operator (ORD), Load Planner, and Operational Employee in UAL's OCC.

Educated at a local Community College studying Business Management, I am a Private Pilot and currently reside in the western suburbs of Chicago.



**Minh Nguyen***Federal Aviation Administration (FAA)*

Minh Nguyen is currently a Program Manager at the FAA. He is leading R&D programs such as Network Enabled Operations (NEO) program, Staffed NextGen Tower (SNT) program focusing on applying SNT concept for medium and small airports, and NetJets program. He has managed and directed many programs and has published over thirty technical reports, journals and conference publications. Before coming to the FAA, he was a chief scientist at Veracity Engineering, LLC., Engineering Manager at ArgonST, Inc, Senior System Engineer at the MITRE Corporation, and Electronics Engineer at the Naval Research Lab.

Minh currently holds two patents (pending) for his inventions on interference cancellation receivers that can substantially improve communication system performance, throughput, and capacity.

Minh obtained his B.S, M.S, and Ph.D degrees in Electrical Engineering at Virginia Tech.

**Christopher Nutter***Alaska Airlines*

Chris has more than 40 years experience as a pilot spanning general aviation, military, and airline operations, and is presently a captain with a major airline. His more than 20-year career as an active duty naval aviator included service as commanding officer of an FA-18C Hornet squadron, based in Lemoore, CA. During his airline career he has served for 7 years as director of flight safety and senior accident investigator, check airman and instructor pilot including ETOPS and RNP training. Management experience includes aircraft operations procedure and policy development, flight safety, and airline business operations. He was a principal team member in creating an airline Safety Management System, including direct responsibility for five ASAP programs and the FOQA flight data and animation program. A graduate of Purdue University with a degree in Industrial Management, he holds a Masters in Business Administration, a Masters in Aeronautical Engineering, and is a graduate of the USC Aviation Safety Certificate program and NTSB Training Academy.

**Jerry Ostronic***Federal Aviation Administration (FAA)**No bio received***David Pace***Federal Aviation Administration (FAA)*

David Pace is a meteorologist employed by the FAA in the Policy and Requirements Team of the Aviation Weather Office. His principal responsibilities are concerned with weather in the Next Generation Air Transportation System (NextGen) and in particular the integration of weather into Air Traffic Management decisions. Other duties include interfacing with

weather efforts in the European Organization for the Safety of Air Navigation (aka EUROCONTROL), membership on the Joint Planning and Development Office Weather Working Group Executive Panel, and Chairmanship of the American Meteorological Society Committee on Aviation, Range, and Aerospace Meteorology. He is the FAA representative to the DOD Joint Meteorology and Oceanography Board Steering Committee and to the Office of the Federal Coordinator for Meteorological Services and Supporting Research Joint Action Group for XML and Web Services. He has also represented the FAA at meetings of committees of the World Meteorological Organization and the International Civil Aviation Organization. Prior to joining the FAA as an employee, Mr. Pace spent 15 years as a contractor supporting FAA weather programs. Most of that time, his work was with the FAA Aviation Weather Research Program, supporting the management of weather research at various national laboratories. He is also a retired US Air Force weather officer.

**Warren Qualley**  
*Harris Corporation*

Warren Qualley works as the Senior Weather Engineer for Harris Corporation's Environmental and Energy Solutions Group. He has over 30 years of aviation meteorology experience, having previously worked as the Director of Aviation Services for Weathernews Americas from 2003 until 2007 and as Manager of Weather Services for American Airlines from 1991 until 2003. He is involved in the NextGen initiative, serving on the JPDO's Weather Working Group's Executive Committee, Policy Team and Integration Team. Qualley chairs the International Air Transport Association's Meteorological Task Force, is a member of the AMS' Commission on the Weather and Climate Enterprise's Steering Committee and the NOAA Science Advisory Board's newly-formed Environmental Information Services Working Group. Qualley has been an invited speaker at many conferences and has spoken to numerous college classes and community organizations. Qualley works and lives in the Washington, D.C., area.

**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.

**Graham Rennie***Qantas Airways*

Qantas Airways Principle Advisor Global Operations Development. Based in Sydney, Australia. Have been the Flight Dispatch environment of Qantas Flight Operations for 36 years

Previous Positions: Manager Operations, Policy and Industry Affairs 2007-2008  
Manager Aeronautical Information and Operations Support 2005-2007  
Manager Flight Dispatch 1991-2005

Previous to this I was a Flight Dispatcher and Flight Dispatch Training Manager

**Thomas Ryan***Federal Aviation Administration (FAA)*

Mr. Ryan presently serves the FAA as the Program Manager for the NextGen Network Enabled Weather (NNEW) Program. This program is one of five transitional programs designed to prepare the FAA to accrue significant benefits from NextGen. Before working on NNEW Mr. Ryan worked in the FAA's Technology Development Office on Surface Safety initiatives. Among other projects he lead the development of the business case for Runway Status Lights (RWSL) a runway occupancy warning system.

Tom has over 25 years of progressively responsible program management, technical, and leadership experience from local government, military, commercial and federal government perspectives. He joined the FAA in 1996 in the Corporate Information Technology Office where he wrote the first versions of the FAA's email and internet policies. Later he participated in selecting and implementing the FAA's email system, managing the agency's access to the internet, and several other wide-reaching FAA IT programs. Just before joining the Surface Systems Team Tom was detailed to repair, refurbish, and repopulate the FAA's Wilbur Wright Federal Office Building in Washington DC.

Mr. Ryan has a Bachelor of Science Degree in Mathematics from Frostburg State University. He is a former U.S. Air Force officer and teacher. He resides in Derwood, MD with his wife and children.

**Joe Sherry***MITRE/CAASD*

Joe has a Bachelor of Arts degree in Economics from the University of Massachusetts, a Bachelor of Science degree in Meteorology from Florida State University, and a Master of Science degree in Atmospheric Sciences from the Georgia Institute of Technology. He has thirty years of system engineering experience, including 17 years at MITRE, providing the FAA with engineering and research support for Air Traffic Management (ATM)/weather integration. In 2003, Joe was granted a US Patent for his research involving Traffic Flow Management (TFM)/ weather integration. Joe's main focus over the past decade has been planning to enable the assimilation of weather information into aviation decision making.

Joe has been a key contributing author of JPDO weather-related planning documents and materials and is currently helping to develop the ATM/Weather Integration Plan.

### **Hans-Rudi Sonnabend**

*Lufthansa System Aeronautics GmbH*

Mr. Sonnabend has been employed with Lufthansa since December 1983. Hans-Rudi is currently the Head of Meteorological Service at Lufthansa Systems Aeronautics, a company of Lufthansa. Starting as an IT-specialist he was responsible for the development of optimization algorithms, weather applications and others for the new flight planning system for LH in 1983. Later he worked as project manager for the Lido OC flight planning system. Since 2004 he is Head of Meteorological Services. He is contact point for all customers regarding weather issues and beside several minor tasks he is responsible for the day to day operations as well as product development in this role.

As Head of Meteorological Services he is also involved in international organization (IATA METTF, ICAO, and WMO). In ICAO he is attending the WAFSOPSG, SADISOPS and some other meeting on behalf of IATA. He has an excellent expertise in the application of weather data in flight planning and briefing systems.

Further he is an expert for AMDAR. Under his responsibility the European AMDAR project was introduced in 1999 and later the world best optimization system for AMDAR data collection was developed.

Hans-Rudi received a Diploma in Meteorology from Technical University of Karlsruhe (Germany) in 1979. For two years he was working at the university as a scientist for a specific climatological project in Germany. In September 1982 he moved to a new position in a sub-department of the Ministry of Health. Here he developed guidelines for the monitoring of nuclear power plant and the exposure to radio nuclide material.

### **Sue Spincic**

*Federal Aviation Administration (FAA  
Air Traffic Organization, Flight Services Safety and Operations Group)*

Sue Spincic has over 38 years experience in the use, instruction, interpretation and observation of aviation weather. She currently works for the FAA's Air Traffic Organization, Flight Services Safety and Operations Group as an air traffic control specialist specializing in requirements for NextGen and Alaska. Her FAA experience includes 19 years in the Flight Service operations, and she was certified as a weather observer and pilot weather briefer. She is an active pilot and aircraft owner with over 4,000 flight hours, and holds the following certifications and ratings: Commercial pilot, airplane single- and multi-engine land, instrument airplane, flight instructor, and instrument flight instructor.

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

Dr. Matthias Steiner is the Deputy Director for the Hydrometeorological Applications Program (HAP) of the National Center for Atmospheric Research (NCAR) Research Applications Laboratory (RAL). He heads the storm prediction group and also holds a tenured scientist appointment at NCAR. Before joining NCAR in 2006, Dr. Steiner was at Princeton University for more than a decade, researching a variety of topics that straddle the interface between atmospheric and hydrologic sciences. His professional interests reach across hydrometeorology, cloud and precipitation physics, mountain meteorology, radar and satellite meteorology, and most recently aviation weather. Dr. Steiner received his degrees from the Swiss Federal Institute of Technology (ETH) in Zurich, Switzerland. He has been contributing to several interdisciplinary, national and international field experiments and programs, such as the Mesoscale Alpine Program (MAP), the Tropical Rainfall Measuring Mission (TRMM), and the Tropical Ocean Global Atmosphere (TOGA) Coupled Ocean-Atmosphere Response Experiment (COARE). His work has been published in the leading journals of major professional societies on three continents. Dr. Steiner served on a couple of National Research Council (NRC) committees, the Committee on Radar Meteorology of the American Meteorological Society (AMS), and chaired the Technical Committee on Precipitation of the American Geophysical Union (AGU) Hydrology Section. He is a member of the AMS Committee on Aviation, Range, and Aerospace Meteorology (ARAM), a Fellow of the Royal Meteorological Society, and was the recipient of the 2002 Editor's Award for the *AMS Journal of Hydrometeorology*.

**Jim Stobie***ENSCO, Inc*

Dr. Jim Stobie is the director of aviation weather programs for ENSCO, Inc. ENSCO's aviation weather activities include both operations and research. For example, ENSCO is the weather service provider for United Airlines. ENSCO is also part of Raytheon's advanced weather interactive processing system (AWIPS) development team. A team of ENSCO scientists provide technical transition support to NASA at the Kennedy Space Center.

Dr. Stobie has over 35 years experience in aviation weather with particular interests in radar meteorology, mesoscale meteorology, numerical weather prediction, and atmospheric data assimilation. Prior to joining ENSCO, Dr Stobie spent 14 years as an engineer/atmospheric scientist with SAIC. From 2000 to 2007, he provided contractor support to the FAA's Weather and Radar Processor (WARP) program office. WARP provides a full range of weather data for the FAA's Air Route Traffic Control Centers (ARTCC). This includes NEXRAD mosaics for the controller's displays and a meteorologist workstation for the Center Weather Service Unit (CWSU). Prior to supporting the FAA, he was deputy head of NASA's Data Assimilation Office at Goddard Space Flight Center. Prior to that, Dr. Stobie served twenty-two years in the Air Force, retiring in 1993. While in the Air Force he held a wide variety of weather officer jobs ranging from detachment weather forecaster to scientific lead for the Air Forces global weather forecast models.

Dr. Stobie has a Ph.D. in Atmospheric Science from Georgia Institute of Technology, an M.S. in Atmospheric Science from Colorado State University, and a B.S. in Physics from the U.S. Air Force Academy.

### **Captain Rocky Stone**

*United Airlines (UAL)*

Captain Rocky Stone is the Chief Technical Pilot 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 SC-186, responsible for developing technical and operational standards for ADS-B. Rocky also chairs the meteorology sub-group of RTCA SC-206 on Aeronautical Information Services and Flight Information Services Data Link.

### **Roy Strasser**

*WSI Corporation*

Roy Strasser graduated from Parks Aeronautical College of St. Louis University in 1975 with a BSc degree in Meteorology. In various positions, he has worked in the area of operational weather forecasting for over 30 years with 20 of those years spent with American Airlines in the capacity as both a forecaster and manager. For a short period of time Mr. Strasser worked as a consultant in the Washington D.C. area where he assisted the Federal Aviation Administration in the development of weather policies. In 2004 Mr. Strasser began working for WSI Corporation where he helped launch their Global Aviation Operations Center. At present he holds the position of Vice President of Meteorological Services which includes forecasting services for Energy, Agricultural and Road forecasting as well as data monitoring, alerting and incident tracking services. He and his family live in the Seacoast area of New Hampshire.

### **Jeff Torgerson**

*Weathernews, Inc.*

Native of Fort Collins, CO Graduated Fort Collins High School Married to Doreen Williams, Cosmetologist, Jan. 2005

1976-1984	United States Air Force, Air Weather Service Weather Observer, Cape Canaveral AFS, FL (1977-1980) Weather Forecaster (Special Operations) Bad Toelz, Germany (1980-1984)
1984-1988	University of N. Colorado ( <u>BS Degree, Meteorology</u> )
1984-1990	Mountain States Weather Services, Ft. Collins, CO (broadcast Meteorology)
1986-1990	NOAA/Weather Research Program, Boulder, CO (Research Meteorology)

- 1987-2000 University of Idaho (Field research, Juneau Icefield, AK MS Degree, Applied Climatology)
- 1990-2000 Universal Weather and Aviation, White Plains, NY; Houston, TX (Aviation Meteorology)
- 2000-present Weathernews Inc., Sunnyvale, CA; Norman, OK (Aviation Weather, Marine/Energy/Mountain Meteorology services).

### **Matthew Tucker**

*National Air Traffic Controllers Association (NATCA)*

I joined the US Army in June 1983 as an Air Traffic Controller; in 1987 I entered the FAA and was assigned to Baton Rouge ATCT as an Air Traffic Assistant then as an Air Traffic Controller in 1989. In March 2000 I became the Weather Liaison for NATCA in Washington DC. While in Washington I worked on all FAA weather projects as well as Serving on the CAST JSAT for Turbulence and the JSIT/JSAT for remaining Risks. In Feb 2003 I transferred to Jacksonville ARTCC, where I currently work as an Air Traffic Controller.

### **Ryorchii Uten**

*Weathernews*

*Ryoichi Uten, aviation weather content service staff Weathernews Inc., Aviation Weather Service Content Department.*

- 1995-1998 *Koza senior high school in Okinawa Japan*
- 1999-2006 *University of Oklahoma (BS degree, Aviation Management)*
- 2006-present *Weathernews Inc. Operation Leader & Sales and Marketing Staff of aviation Weather Service Content Department*

### **Clinton Wallace**

*National Oceanic and Atmospheric Administration (NOAA)*

*National Weather Service (NWS)*

*No bio received*

### **Craig Wanke**

*MITRE/CAASD*

Dr. Craig Wanke is a research engineer and technology integrator in MITRE's Center for Advanced Aviation System Development (CAASD), where he has spent 17 years developing tools and concepts for modernizing the National Airspace System. He is currently responsible for guiding FAA-sponsored research into decision support for Traffic Flow Management (TFM), and for helping to develop and manage MITRE's portfolio of independent research efforts related to the Next Generation Air Transportation System.

His current technical work is focused on advanced airspace congestion management

concepts for TFM, intended to help FAA and airspace users make intelligent, collaborative decisions in an uncertainty-filled environment.

### **Bill Watts**

*Delta Air Lines*

Consultant

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

Delta Air Lines, Atlanta, GA

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

### **Eugene B. Wilhelm**

*MITRE/CAASD*

Gene Wilhelm is a Senior Principal Engineer for the System Transformation and Security Division at MITRE/CAASD. His primary responsibilities include the development of future concepts and capabilities that will transition the National Airspace System to the Next Generation Air Transportation System (NextGen). This work includes definition, validation, and coordination, with the FAA and the aviation community, of advanced ATM operational concepts, and proposed decision support capabilities; e.g., for the integration of weather into ATM decision making. These development efforts include the cross-domain integration of decision support capabilities and system engineering for the underlying infrastructures. Mr. Wilhelm also serves on the FAA/Eurocontrol program committee for the bi-annual ATM R&D seminar series. Mr. Wilhelm holds a B.A. in Mathematics from the University of Virginia, a M.S. in Numerical Science from the Johns Hopkins University, and a M.S. in Operations Research from George Washington University. He is a member of Tau Beta Pi Engineering Honor Society and Omega Rho Operations Research Honor Society.