



2023 FPAW Spring Meeting
Speaker & Panelist Biographies

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Sonia Alvidrez*FAA*

Ms. Alvidrez is Human Factors Engineer with over 20 years of experience in the field. She has been working for the FAA for 11 years with 6 of those years focusing on aviation weather. Ms. Alvidrez is in the Aviation Weather Division and is the lead for the Aviation Weather Demonstration and Evaluation (AWDE) Services Team. Ms. Alvidrez has a vast amount of expertise in conducting research, user assessments, cognitive task analysis, task analysis, operational testing, heuristic evaluations, focus groups, iterative design, and conducting cognitive walkthroughs. These methods are aimed at understanding job tasks and user needs which is critical to identify when designing/developing new tools to ensure the new tool is focused on supporting user needs. Ms. Alvidrez's career has been to ensure products adequately support users in their operational environment and are easy to use.

Eric Avila*NTCA*

Eric Avila is the National Air Traffic Controllers Association national weather representative. In his position, he collaborates with his FAA counterparts on numerous NextGen weather programs such as NexGen Weather Processor. Working together, they are developing weather products that will aid air traffic controllers and air traffic managers in their daily operations. In 2022, Eric was recognized as the Raytheon Controller of the Year. Prior to his transition to this position, Eric worked at the Houston Air Route Traffic Control Center (ARTCC) as an air traffic controller for 9 years. His previous experience includes working as a meteorologist for the National Weather Service for 9 years including 5 years at Houston ARTCC. In 2011, during his time as a meteorologist at Houston ARTCC, he was awarded the NOAA Administrator's award for his work in developing a web based tactical decision aid to visually display the Terminal Aerodrome Forecast. His experience working directly with air traffic management as a meteorologist gives him a unique perspective when helping to design NextGen weather systems.

Stephanie Avey*NOAA*

Stephanie Avey is a Techniques Development Meteorologist with the NWS Aviation Weather Center (AWC) in Kansas City, Missouri. She currently works under the Aviation Support Branch focusing on research to operations and is one of the co-leads of the Aviation Weather Testbed (AWT). Through this work Stephanie has developed a passion for bridging relationships and collaborating with others to advance aviation weather products and services.

Gus de Azevedi*Oklahoma State University**No bio received***Randall Bass***FAA*

Randy Bass has over 30 years of weather experience spanning the military, private and commercial industry, and government. Since 2012, he has worked for the Federal Aviation Administration (FAA) and is currently the manager of the Aviation Weather Division within the FAA's Office of NextGen's Portfolio Management and Technology Development directorate. Randy retired from the Air Force in 2008 after 20 years as a weather officer. He earned his Bachelor's Degree in Meteorology from North

Carolina State University and a Master's Degree in Meteorology from Texas A&M University. He obtained the Certified Consulting Meteorologist designation from the American Meteorological Society in 2014.

Apoorva Bajaj
Climavision

Apoorva Bajaj is a business development executive with Climavision. He is leading the company's efforts in developing weather mitigation solutions for UAS and AAM operators. Prior to Climavision, Apoorva worked for over a decade at the Center for Collaborative Adaptive Sensing Atmosphere (CASA) at the University of Massachusetts Amherst. He has participated in several NSF and NASA projects related to UAS and AAM; takes part in the ASTM UAS weather standards development group and is a Board Member of the AUVSI New England chapter.

William H. Bauman III
FAA

William Bauman has over forty-one years of experience in aviation and aerospace meteorology that includes twenty years as a meteorologist in the United States Air Force (USAF), over fourteen years in private industry managing government programs, and seven years in Federal civil service. Dr. Bauman is presently the Principal Aviation Weather Technical Advisor for the Global Operations Division Office in the Center for Advanced Aviation System Development. Prior to joining MITRE in 2022, Dr. Bauman was the Manager of the Federal Aviation Administration's NextGen Aviation Weather Division with responsibility for major program segments including the Aviation Weather Research Program, Weather Technology in the Cockpit, Weather Observation Improvements, Weather Forecast Improvements, Weather Technology Transition, and other Air Traffic Organization weather projects. From 2015-2017, he was the programmatic lead for the National Weather Service (NWS) aviation and space weather services programs serving as the Chief of the Aviation and Space Weather Services Branch. Prior to joining the NWS in 2015, Dr. Bauman worked in private industry where he managed three aerospace and aviation program contracts for NASA and Space Florida.

Don Berchoff
TruWeather Solutions

Don brings 40 years-experience in weather, aviation, and logistics systems to the UAS and AAM industry. He is the Founder and CEO of TruWeather Solutions, a micro-weather data and analytics company, focused on solving the most impactful low altitude weather pains points for drones and eVTOLs. Don has been fully engaged in policies, standards, and operational constructs created for the UAS industry since 2017. He leads the ASTM F38 Weather Standards Working Group developing weather specifications for UAS Traffic Management and Advanced Air Mobility systems. His 28 years of government service included a 24-year Air Force career where he flew over 300 hours as an Aircrew Meteorologist, designed and led regional and global aviation weather centers and served as the base commander at Manas Air Base, Kyrgyzstan where he led all logistics, security and ground operations. In 2008, he was selected for the Senior Executive Service to lead the NWS Science and Technology Directorate and was responsible for the transition of over \$500M in new Science and Technology infrastructure and software applications into NOAA operations.

Gordon Brooks*USA Air Force*

Gordon Brooks is an Air Force meteorologist for the past 28 years, currently with the 16th Weather Squadron part of the 2nd Weather Group and 557th Weather Wing at Offutt AFB. His first few forecasting jobs, as well as work for the NWS on AWIPS, provided unique background into both understanding forecaster mindsets and the requirements specification process.

Austin Cross*NWS/AWC**No bio received***Steve Darr***Dynamic Aerospace**No bio received***David Dillahunt***SWA*

David Dillahunt has worked for Southwest Airlines for the last six years. In the first five years he worked as an operational meteorologist and within the past year he started his role as Chief Meteorologist at the airline. His first airline job was with PSA Airlines working as an aircraft dispatcher. Prior to that, he spent a year working for the National Weather Service. He is a long-time member of the National Weather Association (NWA) and is in his third year leading the NWA Aviation Group. He earned his Bachelor's degree in Meteorology and Master's degree in Aeronautics, both from Embry-Riddle Aeronautical University in Daytona Beach.

Jim Evans*MIT LL*

Jim Evans is a senior staff member in the Air Traffic Control Systems group at MIT Lincoln Laboratory. He led the Laboratory programs for the FAA on major operational real time convective weather decision approach systems including the Terminal Doppler Weather Radar (TDWR), the Integrated Terminal Weather System (ITWS), and the Corridor Integrated Weather System (CIWS). He is currently working on improving air traffic management (ATM) decision making in convective weather and, in providing better decision support for early detection and suppression of wind driven wildfires at the urban-wildland interface. In 2019, he received the third annual Aviation & Space Operations Weather Prize from APA, NATCA, ADF, AOPA, Airlines for America, NBAA, RCC and ALPA.

Matt Fronzak*MITRE*

Matt Fronzak is Weather Portfolio Advisor and Principal Systems Engineer in MITRE's Center for Advanced Aviation System Development (CAASD). His primary focus is on foundational applied weather and air traffic management (ATM)-Weather Integration research and analysis. He is also involved in a variety of projects revolving around weather uncertainty and ATM decision-making. He is currently the chairman of the AMS Aviation, Range and Aerospace Meteorology (ARAM) committee and co-chairman of the Friends and Partners in Aviation Weather (FPAW) group.

Prior to joining MITRE, Matt spent 34 years at Delta Air Lines working in a variety of operational and management roles, primarily in the Flight Control department at Delta's Operations Customer Center (OCC). In between Delta and MITRE, he had a short stint with Rockwell Collins (now Collins Aerospace) as a marketing manager supporting that company's airborne weather radar products. Matt holds a B.S. - Meteorology from the University of Massachusetts, Lowell and a Master of Aeronautical Science from Embry-Riddle Aeronautical University with specialties in Operations and System Safety. He is an operationally experienced aviation meteorologist, an FAA-licensed and experienced aircraft dispatcher, and an experienced operations manager and ATC coordinator.

Kevin Garrett

NWS

Kevin Garrett is the Modeling Program Director in the National Weather Service Office of Science and Technology Integration. The Modeling Program provides planning and oversight for research, development and transition activities of the NWS numerical modeling suite

Dr. Chad Gravelle

NWS

Dr. Chad Gravelle is a Techniques Development Meteorologist with the Science and Technology Services Division at the National Weather Service's (NWS) Southern Region Headquarters, located in Fort Worth, Texas. He develops, implements, and manages advanced techniques for preparing forecasts and warnings, with an emphasis on applying new datasets and technology to improve forecasts that drive NWS Decision Support Services. Currently, Chad is the Acting National Science and Operations Officer where he manages this program area for the NWS Office of Science and Technology Integration.

Jose Guzman

FortMedTix LLC

Jose Guzman has a Master's degree in Biomedical Engineering, and he started his career as a Product Development Engineer at DePuy Inc., a leading Orthopaedic joint replacement manufacturer, in 1997. During the following 25+ years, he held various roles of increasing responsibilities, culminating in his appointment as the Director of Marketing, Software, and Personalized Solutions-VELYS™ Digital Surgery and Capital. Jose has expertise in developing, global strategic marketing, and commercializing orthopaedic medical devices, medical technology, and enabling technologies. After retiring from Johnson and Johnson, Jose founded FortMedTix LLC, a medical technology business consulting firm based in Fort Wayne, IN. Throughout his career, Jose made significant contributions to DePuy, including holding 19 US patents, designing and developing the PROVISION™ Helmet System and the COMFORTOR™ Gel Cuff System, launching the AGILITY™ Total Ankle System and the Zimmer Trabecular Metal Total Ankle Replacement System, conceptualizing and commercializing the TRUMATCH Personalized Solution System, leading the acquisition, integration, and initial marketing efforts of the VELYS Robotic Assisted Solution (VRAS), and being the front-end effort and initial marketing lead for the VELYS Insights and Patient Path digital solutions.

Craig Hartsough

NOAA GSL

No bio received

Ian Johnson*FAA*

Dr. Ian Johnson is an Engineering Psychologist with the FAA Weather Research Branch of the Aviation Weather Division. He currently serves as the Human Factors Lead and General Aviation subject matter expert on the Weather Technology in the Cockpit program. Dr. Johnson has over 20 years of experience in Human Factors Engineering/System Safety of various cockpit display systems and user interfaces. Experience ranges from lead Human Factors Engineer, Staff Human Factors Engineer of Presidential Helicopter program, and technical contributor to RTCA & SAE special committees. Dr. Johnson holds a Ph.D. in Psychology with an emphasis in Cognition and Instruction from Grand Canyon University, a Masters of Aeronautical Science in Human Factors in Aviation Systems, a Masters of Aeronautical Science in Aviation/Aerospace Safety Systems, and a Bachelor of Science Degree in Human Factors Psychology from Embry Riddle Aeronautical University, and an Associate of Science in Computer Technology from Orlando Technical College. Additionally, Dr. Johnson holds a certificate in General Aeronautical Engineering and is also a Single and Multi-Engine Airplane pilot.

Kevin Johnston*FAA*

Kevin Johnston is a meteorologist in the Science Application International Corporation providing Subject Matter Expert contract support to the Federal Aviation Administration's (FAA) Flight Technologies and Procedures Branch within Flight Standards.

Kevin retired from the FAA in October 2022 after working in the Next Generation Air Transportation System Aviation Weather Division, Policy, and Requirements Branch. In that position, which started in May 2019, Kevin led the Weather Information Modernization and Transition program and activities with Unmanned Aircraft Systems. Prior to that position, Kevin was the Chief Meteorologist for the Director of FAA System Operations which started in November 2008. As such, he advised the Director and Staff on weather related issues associated with Air Traffic Flow Management Decision Making activities. He was also the Contract Officer Technical Representative for National Weather Service (NWS) support to FAA Air Traffic Control Facilities and the FAA lead to the Collaborative Decision Making Weather Evaluation Team.

Kevin held various positions in the NWS from July 2001 through November 2008. In May 2004, he became the Aviation Services Branch Chief and National Oceanic Atmospheric Administration Aviation Weather Program Manager.

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

Scott Landolt*NCAR*

Scott Landolt has worked in the Aviation Applications Program at the National Center for Atmospheric Research for over 25 years. He supports three different FAA-funded research projects, including the Terminal Area Icing Weather Information for NextGen (TAIWIN), developing an artificial snow generation system for testing aircraft anti-icing fluids in support of aircraft ground icing operations, and assisting in the development of new standards for instrumentation to be used on the U.S. weather observing networks. He has extensive experience with sensor development and testing, served on the steering committee for the recent In-Cloud Icing and Largedrop Experiment (ICICLE), and

regularly provides meteorological support to improve aircraft ground deicing operations in all types of winter weather conditions. Scott has also spent time in Antarctica conducting research related to snowfall measurement and is an affiliate professor at Metropolitan State University of Denver teaching the instrumentation, hazardous weather, and senior research courses.

Tenny Lindholm
NCAR

Tenny served in the U.S. Air Force for 21 years as his first career. He has over 4000 hours of flying time as a pilot, flight examiner, and test pilot in 12 types of aircraft, ranging from gliders, Air Force fighter aircraft to the C-5A transport. During his last assignment, he was responsible for technology transfer programs from Air Force Laboratories to flight operations. He led two cockpit development teams—for the Air Force C-5B and C-17A—and was also the Test Director responsible for planning and conducting simulator and flight tests of the new technologies associated with these aircraft.

Tenny has served as an Associate Scientist and Project Manager for NCAR's Research Applications Laboratory (RAL) for 30 years. He has extensive experience matching user needs with various display functions and technologies, both in the cockpit and with ground users of advanced weather information. He has been working all aspects of the uplink and downlink of weather information since 1993 through NASA programs, the RTCA, and industry. He most recently has been working on projects for NCAR on behalf of the FAA WTIC Program Office to evaluate the effectiveness of WTIC flight deck weather information improvements, and identify needs for future research.

Courtney Maciejewski
FAA
No bio received

Tiffany McCoy
FAA

Tiffany McCoy joined FAA in 2005 and worked on vital programs including the FAA's Command Communications and Control (C3) VHF/FM program, voice commutation alternatives for the Gulf of Mexico program, and the Data Communications program.

In 2012 Tiffany joined ANG (Office of the Assistant Administrator for NextGen) NextGen Collaboration and Messaging Office, ANG-M where she was the lead project manager for the NextGen Executive Board (NEB) and the NextGen Executive Weather Panel (NEWP).

In early 2022, Tiffany started a 6-month detail with Aviation Weather, Policy, and Requirements Branch (ANG C-64) to support the Emerging Weather Requirements Service Project. In early 2023, she permanently joined ANG-C64, and she is the lead project manager for the 'Operational Improvements - Qualification of Third-Party Weather Providers Project'.

Before joining FAA, Tiffany worked on spectrum issues at Air Force Frequency Management Agency (AFMA) as well as Defense Information System Agency (DISA). Tiffany holds a Bachelor of Science in Meteorology and a Bachelor of Science in Electrical Engineering from Florida State University and a Master of Science in Electrical Engineering from Purdue University.

Shawn Miller
Raytheon

Shawn Miller is a Principal Engineering Fellow and Certified Architect at Raytheon. Within Raytheon, he is currently the Technical Director for Civil Missions, overseeing current technical performance and planned capabilities and technological evolution of multiple programs in the weather, water and climate enterprise. Prior to his current assignment, Shawn was the Chief Architect on the Joint Polar Satellite System (JPSS) Common Ground System (CGS). He has been working in various aspects of weather and satellite programs for 32 years, 26 with Raytheon. He obtained a PhD in Aerospace Engineering Sciences at the University of Colorado, Boulder, in 1995, and worked as a postdoctoral researcher in the Department of Meteorology at the University of Maryland. Shawn remains engaged in a number of activities outside of Raytheon, most notably with the American Meteorological Society (AMS), for which he was named a Fellow in 2019. He is a Past Chair of the AMS Board on Enterprise Economic Development (BEED), under the AMS Commission on the Weather, Water and Climate Enterprise (CWWCE), and Current Chair of the AMS Committee for Open Environmental Information Services (COEIS). When he's not working, he can often be found at a local beer league hockey rink.

Jill Miller
FAA
No bio receive

Nathan Polderman
UA

Nathan Polderman is the Sr. Manager of Meteorology at United Airlines where he oversees all of United's weather decision support systems and service contracts. He is also the Program Manager for United's FAA-approved Enhanced Weather Information System (EWINS) and serves as the business lead for all corporate-level turbulence injury mitigation initiatives. Nathan has actively participated in and led numerous aviation weather industry groups since 2008, including as Chair of the Airlines For America (A4A) Meteorology Committee from 2019-2020, and is currently the airline industry representative on the FPAW Steering Committee. Nathan is an FAA licensed Aircraft Dispatcher and holds an M.S. degree in Atmospheric Science from Indiana University and a B.A. in Geography from Calvin University.

Gary Pokodner
FAA

Gary Pokodner graduated from Lehigh University as an electrical engineer. He has worked in design, reliability, development, test, and acquisition of avionics. Gary came to the FAA in January 2011 after working for ARINC for 25 years on military avionics acquisition programs. Since coming to the FAA, Gary has been the FAA's NextGen Weather Technology in the Cockpit (WTIC) Program Manager. In this role, Gary has been managing a portfolio of research projects with the overall objective of identifying and resolving gaps in meteorological (MET) information in Part 91, 135, and 121 cockpits and pilot weather training with the objective of enhancing operational efficiency and safety.

Gordon (Gordy) Rother
FAA

Aviation Safety Inspector, Aircraft Dispatch Federal Aviation Administration, AFS 220 Air Carrier Operations Branch Mr. Rother has been with the FAA since September 2001.

Currently works for Flight Standard, Air Carrier Operations Section and is supporting the Aviation Weather policy and procedures.

Recently worked for Flight Standards Aviation Weather Subject Matter Expert working with Air Traffic, NOAA, NWS, AWC and industry on weather related issues.

From 2011 to 2015 he worked as a dispatch, navigation, Aircraft Performance, ETOPS and flight planning Subject Matter Expert in AFS-240.

From 2009 to 2011, he worked as a Safety Inspector in the MSP FSDO on the Mesaba Airlines and Sun Country Airlines certificate management teams. He was assigned team lead for the merger between Colgan Airlines and Mesaba Airlines.

He started his career in the FAA in the Northwest Airlines Certificate Management office in 2001 where he worked through 2009. During that period, he instructed both the Dispatch Functions course and the Oceanic and International Operations course in Oklahoma City. He was involved in the merger of Delta and Northwest operations as an SME to the Joint Transition Team. Mr. Rother was also involved in the FAA Landing Performance Team investigating the Southwest Airlines flight 1248 overrun at Chicago, Midway Airport in December 2005. He participated in the development of FAA SAFO guidance for landing on contaminated runways. He was then assigned as the team lead to the 121 subcommittee for the Takeoff And Landing Performance Aviation rulemaking team.

Mr. Rother came to the FAA in 2001 after 15 years of air carrier Dispatch and Management experience, which included both domestic and international operations. Mr. Rother held positions as Assistant Dispatcher, Dispatcher, Supervisor/Training Dispatcher, Chief Dispatcher and Director of Systems Operations Control for three 121 airlines. (Spirit of America, Mesaba Airlines, and Sun Country Airlines.) He holds a Private Pilot SEL certificate and Aircraft Dispatcher Certificate.

Tom Ryan
AvMet Applications

Mr Tom Ryan has spent the last three decades working as a federal employee or as support to them. As a Fed he's worked in IT, construction, emergency preparedness, runway safety, and aviation weather. His most recent efforts have been working in aviation weather for the FAA's NextGen program and for Flight Standards. He retired from the FAA in 2019 but has kept at it in support of the Flight Standards weather program.

Mr Ryan was offered opportunities to manage projects and programs for the FAA. His success in bringing teams together to develop plans and bring them to fruition has been a source of great enjoyment to him and to his teams.

In working aviation weather he's participated in FPAW for about 15 years. As FPAW participants we're always searching for ways to provide value to this rather small community. This session on bringing in updates to various projects is a small contribution to that.

Danny Sims
FAA

Danny Sims is a Physical Scientist with the Federal Aviation Administration overseeing the Inflight Icing, and the Model Development and Enhancement weather research projects as part of the FAA's

Aviation Weather Research Program. Prior to his current position, he was responsible for sustainment of the FAA Traffic Flow Management System (TFMS) used by FAA traffic flow managers to balance demand and capacity of the National Airspace System. Mr. Sims also led TFMS Weather Integration efforts, and supported test and evaluation of aviation weather products at the FAA William J. Hughes Technical Center. Prior to joining the FAA, Mr. Sims served as a weather officer in the US Air Force. He holds a BA in Environmental Science from the University of Virginia and a BS and MS in Meteorology from the Pennsylvania State University.

Brandon Smith

No bio received

Michael Splitt

FIT

Mr. Michael Splitt obtained a B.S. in Meteorology at Northern Illinois University in 1986. After working at the National Weather Service in Muskegon, Michigan he headed to graduate school in Oklahoma and earned an M.S. in Meteorology (1991) and a certification in secondary science education (1992). As an assistant site scientist for the Atmospheric Radiation Measurements (ARM) Program Southern Great Plains Site in Oklahoma, he focused on instrumentation quality control for an array of sensors including atmospheric soundings systems, surface radiometers, surface flux systems, and water vapor sensors. He also provided weather forecast guidance for intensive observation periods which included aircraft operations. Mr. Splitt transitioned to the University of Utah in 1998 where he worked on what is now known as MesoWest and was part of the weather support team for the 2002 Winter Olympics in Salt Lake City. He transitioned to the Florida Institute of Technology and joined the College of Aeronautics in 2016 where he teaches courses in Aviation Meteorology. He has published in diverse areas including atmospheric radiation, tropical cyclone wind probabilities, air-sea interaction, meteorological aspects of thunderstorms producing transient luminous events such as gigantic jets and terrestrial gamma ray flashes, and aviation meteorology. He is currently funded under projects with the FAA PEGASAS program, the DOE, and is a mentor in an NSF sponsored REU at Florida Tech (Statistical Models with Applications to Geoscience).

Matthias Steiner

NCAR

Dr. Matthias Steiner is a Senior Scientist with the National Center for Atmospheric Research (NCAR) serving as Director for the Aviation Applications Program of the Research Applications Laboratory (RAL). Drawing from three decades of scientific experience, he leads new initiatives and directs research and development efforts broadly aimed at mitigation of avoidable weather impacts on various sectors, with a particular focus on aviation. Dr. Steiner's vision, leadership, and substantial contributions toward mitigating weather impacts on the aviation industry reach deeply across the traditional boundaries of developing more accurate weather forecasts in order to integrate weather guidance in the decision-making process to better serve aviation operators. At present, Dr. Steiner is leading efforts to understand weather sensitivities and requirements for the rapidly growing interests in urban air mobility and using unmanned aerial systems for wide-ranging applications and safe integration into the national airspace system. Dr. Steiner has received multiple recognitions for excellent contributions to field programs, scientific missions, and outstanding publications. Most notable, Dr. Steiner is a Fellow of both the Royal and American Meteorological Societies.

Nicole Stevens*CIRA AWC**No bio received***John Steventon***FAA*

John Steventon is an Aviation Safety Inspector currently working for Flight standards, Flight Technologies and Procedures Branch, Flight Operations Group (AFS-410E) supporting Aviation Weather policy and procedures. He works across several lines-of-business with Air Traffic, NOAA, NWS, AWC, NTSB and industry on weather related issues. He's a member of the FAA's Weather Community of Interest (Wx COI) and a Co-lead for one of the Wx COI's Special Weather Action Teams (SWATs) UAS SWAT. Mr. Steventon started with the FAA in 2010 in the FAA's Unmanned Aircraft Integration Office working UAS Public Aircraft Operations for public safety organizations across the country before moving to AFS-410E to work Aviation Weather. Mr. Steventon holds a commercial pilot rating, rotorcraft helicopter, instrument helicopter. Mr. Steventon is a retired military aviator (1987-2010) with flight and operational experiences in both manned and unmanned aircraft operations.

David Strand*MITRE Corporation*

David currently resides near Atlanta, GA with his wife Donna, where he has been a Lead Aviation Systems Engineer at the MITRE Corporation for the past four years. After completing an M.S. in Meteorology, David worked for Delta Air Lines for 8 years as a meteorologist and an aircraft dispatcher. Recently, David completed nearly 33 years as a pilot for American Airlines. During his tenure there, he was in a variety of roles including Captain and Management Technical Pilot. Aircraft experience at American included B- 777, B-767, B-757, B-727, DC-10 and MD-80. As a Management Technical Pilot for 19 of those years, he was responsible for international flight operations, managing several aircraft programs, and representing American at numerous industry groups including those at RTCA, IATA and ICAO. For 13 years, he was chairman of the IATA NAT/NAM Regional Coordinating Group. David has also engaged in several aviation contracting and consulting activities including for GE Aviation, Panasonic Avionics, MITRE Corporation, and RTCA.