Fall 2024 FPAW Meeting
Biographies of the Session Leads, Panelists and Presenters

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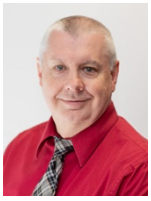
(r) = Remote Participant, P/P = Panelist/Presenter
Leads and Co-Leads may also be Panelists/Presenters in their sessions

Randy Bass (FAA)



Randy Bass has over 35 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. He leads a division that conducts research to mitigate the impacts of weather on aviation, with the mission of assuring the development, enhancement, dissemination, and integration of productive weather information into Air Traffic Management decisions by pilots, controllers, flight operations and airport operators.

Randy retired from the Air Force in 2008 after 20 years as a weather officer. During his career, he provided weather support to bases throughout the US and to a variety of aircraft such as the B-1, KC-135, A-10, U-2 and C-5. He deployed three times to the Middle East in support of various contingencies, cumulatively spending over a year in Oman, Egypt and Saudi Arabia. Randy spent almost half his career supporting the Intelligence Community and satellite operations.

Mr. Bass 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.

Chris Boner (Metron)

Chris Boner is Vice President of Advanced Data Analytics (ADA) at Metron, Inc. Over 23 years at Metron, Dr. Boner has led numerous project teams to develop and deploy novel decision aid technologies that advanced the state of the art in network science, machine learning, trend analysis, and anomaly detection. He oversaw the transition of operational software to Customs and Border Protection, to the Transportation Security Administration, and to the Office of Naval Intelligence that generate risk assessments for cargo shipments, for airline passengers, and for ocean vessels. Recently, a team of research scientists supervised by Chris, led by principal investigator Dr. Sean Daugherty, developed Metron's AirCue software, which applies innovative deep learning models to generate conflict alerts and detect anomalous deviations from normal flight dynamics. Chris holds a Ph.D. in Mathematics from the University of Virginia.

Tim Bonin (MIT LL)

Tim Bonin is an Assistant Group Leader in the Air Traffic Control and Weather Systems Group at MIT Lincoln Laboratory. He received his Ph.D. in Meteorology from the University of Oklahoma in 2015, with a focus on observing the planetary boundary layer using both in situ and remote sensing technology, including meteorological unmanned aerial systems and Doppler wind lidar. After completing his Ph.D., he worked at NOAA's Earth System Research Laboratory to develop algorithms for measuring wind and turbulence using Doppler lidars for wind energy and chemical dispersion applications. Tim joined MIT Lincoln Laboratory in 2018 and has contributed to a variety of programs including the NextGen Weather Processor (NWP), Winds Forecast Prototype, the Portable Aircraft Derived Weather Observation System (PADWOS), and Weather Observations Improvement. Additionally, he has led several efforts that include developing a numerical weather model blending capability for the United States Air Force and enhancing Doppler lidar measurement capabilities for aviation situational awareness. Tim's current interests center on

novel and improved weather sensing and forecasting capabilities, with a specific focus on aviation applications including the emerging advanced air mobility sector.

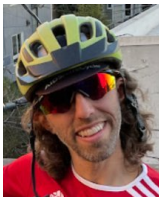
John Bradley (FAA)

John Bradley is an Air Traffic Control Specialist supporting the Enterprise Services Test and Evaluation Division at the William J. Hughes Technical Center in Atlantic City, NJ. He worked as a controller at Atlantic City Control Tower for 26 years with the last 4 years as Air Traffic Manager of the facility. During his 10 years at the Technical Center, he has provided subject matter expertise on the Data Communications program and several Human-In-The-Loop HITL simulations regarding UAS integration into the National Airspace System (NAS). He is currently supporting the Innovate 28 (I28) Initiative focused on integrating new entrant, Advanced Air Mobility (AAM) aircraft into the NAS. John holds an AS degree in Air Traffic Control and a BS degree in Business Administration from Robert Morris University. He is a private pilot with a single engine land and seaplane rating.

Wil Brown (FAA)

William N Brown is an acting Program Manager within the FAA's Air Traffic Organization (ATO) Program Management Organization. He has both Senior Level (Level III) Program Management and Contracting Officer's Representative (COR) certifications. Wil has been with the FAA for 22 years working both at the William J Hughes Technical Center (WJHTC) and FAA Headquarters on multiple programs in various capacities from testing, systems engineering to program management. He is part of the NextGen Weather Systems Program Office serving as a Project Lead and COR. Prior to joining the FAA, he worked 6 years for several companies in the aerospace industry. Wil has a B.S. in Electrical Engineering from Drexel University.

John Celenza (Zipline)



John Celenza, Chief Meteorologist at Zipline, is a long-time weather geek and computer scientist hailing from the snow capital of Syracuse, NY. John graduated with an undergraduate degree in Meteorology from Penn State University. He then immediately went to Weather Underground where he was key to developing the global Personal Weather Station network as well as innovating public weather technology with the "weather for all" philosophy of the company. During his role at Weather Underground, John also received a Master's Degree in Computer Science from Stanford University. He used skills attained in that degree at Saildrone, then finally at Zipline International, focusing on data science and machine learning. John now spends his time developing innovative approaches to nowcast forecasting to support drone operations in Africa and around the world.

Randy Chase (CIRA / CSU)

Randy Chase is a research scientist for the Cooperative Institute for Research in the Atmosphere at Colorado State University. He currently supports three efforts at CSU/CIRA: NASA's Investigation of Convective Updrafts; the Office of Naval Research's Optical Variability Evaluation of Regional Cloud Asymmetries in Space and Time and a new joint effort between CIRA and NOAA Global Systems Laboratory to emulate the HRRR model with AI. His research interests center on using the latest machine learning methods to enhance observing and forecasting the weather.

Prior to CIRA/CSU, Dr. Chase established his machine learning expertise through a postdoctoral research appointment at the University of Oklahoma as a part of the NSF AI Institute for Research on Trustworthy AI in Weather, Climate, and Coastal Oceanography (AI2ES) under the advisement of Dr. Amy McGovern. He wrote two plain language tutorials in Weather and Forecasting aiming to describe the most popular machine learning methods to general meteorologists. Outside of work, Randy can often be found cheering on his Buffalo Bills and Fighting Illini, playing tennis, or hiking in the Wasatch Mountains.

Matt Fronzak (MITRE)

Matt Fronzak is a Principal Aviation Systems Engineer in MITRE's Center for Integrated Transportation (CIT). 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 the past chairman of the AMS Aviation, Range and Aerospace Meteorology (ARAM) committee and current 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. in 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.

Sonoka Ho (Tech Trends – FAA Contract Support)

Sonoka is a security engineer in the NextGen Weather Systems Program Office within the Enterprise Services directorate of the FAA Program Management Organization. In the public sector, he has 4 years of experience working with the Department of Defense and 14 years with the Federal Aviation Administration (FAA) performing functions such as system engineering, cloud computing and information assurance. Within the last 9 years with the FAA, he has been supporting CSS-Wx and NWP programs to architect secure systems and obtain authority to operate to include continuous monitoring for the lifecycle of the systems.

Cliff Johnson (FAA)

Cliff Johnson is a research engineer, program manager, and technical expert for the Aviation Research Division at the FAA William J. Hughes Technical Center in Atlantic City, NJ. He leads several research and development activities that seek to improve aviation safety, primarily focused on rotorcraft, unmanned aircraft, and vertical lift (i.e. eVTOL). Mr. Johnson is qualified on the ScanEagle unmanned aircraft systems platform and has supported several unmanned aircraft and rotorcraft simulations and live flight tests as a test director, pilot, and flight test engineer. These activities have included working with entities such as the FAA, U.S. Coast Guard, U.S. Department of Defense, and various industry partners.

He joined the FAA after earning a bachelor's degree in mechanical engineering from Rowan University. He is an instrument rated commercial pilot (airplane single engine) who is also pursuing CFI/CFII, multiengine, and helicopter add-on ratings. In his spare time, Cliff enjoys outdoor activities such as hunting and fishing, playing guitar, attending motorsports races (NASCAR, Indycar, Formula 1), and other sporting events, as he is a diehard Philadelphia sports fan (Eagles, Phillies, Flyers, Sixers).

Brian Kratky (Noblis)

Brian Kratky is a Systems Engineer supporting the FAA SWIM Program Office, handling numerous FAA programs and clients including some of the largest data producers in the NAS (CSS-Wx, TFMS, TBFM). He has over 12 years of experience working as a lead engineer and deputy architect in Aeronautics, specializing in Avionics for Air Traffic Management. Brian has done extensive work across the NAS for the Time Based Flow Management (TBFM) program to dramatically improve global air transportation capacity, efficiency and environmental sustainability, to include software and functional integration in a collaborative environment, concept exploration, product development and interaction with the nation's leading aviation subject matter experts, site deployment to the nation's ARTCCs, TRACONs and ATCTs to install and integrate new TBFM hardware elements and software, and authoring or contributing to the development of technical systems engineering work products including SIG's, white papers, problem report engineering documents, and technical briefings. His recent work has included serving as the Deputy CAS architect for the FAA Tech Refresh initiative across the NAS for TBFM system/software and network infrastructure, as well as serving as the exhibitor representative/demo lead at Air Traffic Control Association Annual and Communicating for Safety (CFS) national conferences.

Doug Lotter (Airline Dispatchers Federation [ADF])

Doug Lotter is a Flight Dispatcher Instructor at United Airlines and represents the Flight Dispatch profession on behalf of the Airline Dispatchers Federation (ADF). Doug has 13 years of experience in the aviation weather industry. After an internship in the Southwest Airlines Meteorology Department, he served as an Aviation Meteorologist at Rockwell Collins, planning international flights for Part 91 operators, and has been a Part 121 airline dispatcher for the past 11 years. He has most recently served as a full-time Dispatch Instructor focusing mainly on developing and delivering recurrent training to United's Flight Dispatchers. He has been a subject matter expert for the operational deployment of WSI Fusion as United's flight monitoring tool, and developed the weather application portion of Navigate, which is United's newly launched FAA Dispatch License certification program. Doug earned his BS in Applied Meteorology from Embry-Riddle Aeronautical University (Prescott, AZ) and his MS in Aviation Technology from Purdue University.

Ryan Low (FAA)

Steve Maciejewski (FAA)

Joe Markiewicz (FAA)

Patty McDermott (MITRE)

Patricia McDermott has been working in the area of human-machine teaming and autonomous systems for over a decade. Her focus is on developing automation, autonomy, and AI that effectively partners with humans to accomplish the mission. She also develops techniques and measures to assess how well technology partners with humans – do humans trust it appropriately, can humans redirect it, is it understandable, and does it support problem solving? Patty developed a framework that describes how to support human-machine teaming in design and authored the Human-Machine Teaming Systems Engineering Guide, which explains how to develop tailored requirements for successful collaboration.

Starr McGettigan (FAA)

Ms. McGettigan over 30 years of experience in aviation weather; specifically, designing weather products for NAS users to improve user decision-making and understanding of weather. Ms. McGettigan has worked for the Federal Aviation Administration since 1999 where she currently manages NextGen's Weather Engineering & Evaluation Branch at the William J. Hughes Technical Center for Advanced Aerospace. Ms. McGettigan leads a team of engineers, meteorologists, computer scientists, and engineering research psychologists who advance the integration of weather information into National Air Space systems by performing cross-cutting concept maturity, technology development, and evaluation efforts. Her branch manages or supports programs including the Aviation Weather Demonstration & Evaluation (AWDE) Services, Weather Observation Research (WOR), Cloud Services for Aviation Weather (CSAW), and Runway Visual Range (RVR).

In her previous position, Ms. McGettigan served as the lead of the Aviation Weather Demonstration & Evaluation Services Program where she was responsible for managing and designing evaluations of aviation weather products and systems developed by the FAA, the National Weather Service, and Federally Funded Research and Development Centers.

Alfred Moosakhanian (FAA)

Alfred Moosakhanian is a PMP and FAA Senior Level Certified Program Manager. He currently serves as the Senior Technical Advisor for Aviation Weather and Aeronautical Systems and

manager for Operational Weather Systems including Weather and Radar Processor (WARP), Corridor Integrated Weather System (CIWS), World Area Forecast System Internet File Service (WIFS), Weather Message Switching Center Replacement (WMSCR) and more. Previously, he served as the manager for NextGen Weather Systems that include Common Support services - Weather and NextGen Weather Processor. In addition, he is the Co-Chair for Weather Community of Interest (Wx COI) for the FAA.

Doug Murphy (FAA)

Doug is a meteorologist in the NextGen Weather Systems Program Office within the Enterprise Services directorate of the FAA Program Management Organization. He received his B.S. and M.S. in Atmospheric Science from Purdue University and has 25 years of experience working on federal government information technology systems, from software development on the NWS AWIPS to independent verification and validation on the National Archives and Records Administration's Electronic Records Archive. The last 14 years have been focused on collaboration with aviation weather data providers to and consumers of the FAA's WARP, CSS-Wx, and NWP systems to ensure a successful transition from legacy WARP and CIWS to NextGen Weather.

Jim Olivo (BCI)

Jim Olivo / Basic Commerce and Industries, Inc. (BCI) has been supporting the FAA since 1995. His early work on the Integrated Terminal Weather System (ITWS) and Weather and Radar Processor (WARP) was followed by support of the NextGen Weather Processor (NWP) and CSS-Wx. Jim used this experience to assist NextGen Weather Technology in the Cockpit (WTIC) research projects, including leading a development team for the first FAA-approved Electronic Flight Bag (EFB) application for weather. This research used live updates in the cockpits of American, Delta, and United Airlines to examine flights via safety, efficiency, controller/pilot workload and other human factor perspectives.

Jim is actively working with research entities and airlines for innovations within air traffic technology focused on ensuring public and private technology investments, along with the human capital, reach the intended end-users and domains.

Michael Paglione (FAA)

Mike Paglione has been the permanent manager of the FAA's Aviation Research Division at W. J. Hughes Technical Center for Advanced Aerospace since March 2023. The division's mission is to develop scientific solutions for the FAA's current and future air transportation challenges by conducting applied research and development in collaboration with industry, academia, and government.

Before becoming manager of the Aviation Research Division, Mike managed the FAA's Software and Systems Branch for six years and the FAA's Modeling and Simulation Branch for the previous five years. Before serving in management, Mike was an FAA engineer and project lead for over 13 years. He has extensive experience in air traffic control automation algorithms, computer simulation and modeling, analysis of decision support software, applied statistics, and general systems engineering. Mr. Paglione holds B.S. and M.S. degrees in Industrial and Systems Engineering from Rutgers University

Victor Passetti (FAA)

Jaideep Pathak (NVIDIA)

Jaideep Pathak is a senior research scientist at NVIDIA working on large-scale machine learning for weather and climate modeling.

TJ Rancour (Ambient Network)

TJ has over 10 years of experience developing tech partnerships and creating scalable, easy-to-deploy solutions across enterprise and consumer markets. TJ's technology background includes semiconductors, blockchain, IoT, 5G, cloud-to-cloud integrations, and e-commerce. Currently, he serves as the Chief Growth Officer at Ambient Network, focusing on tech partnerships and enterprise enablement in environmental monitoring. In his spare time, he enjoys building Legos, playing sports, and exploring nature.

Mike Robinson (MITRE)

Mike Robinson, a senior principal engineer with The MITRE Corporation's Center for Integrated Transportation, has worked for 25 years to advance applied weather research and impact mitigation innovations that deliver benefits to government and society. At MITRE, Mike is leading research and engagement efforts that seek collaborative weather resiliency solutions for stakeholders and domains ranging from U.S. and global air traffic service providers and flight operators to city municipalities and their urban development, public health, and sustainability priorities. Prior to MITRE, Mike worked in similar roles at MIT Lincoln Laboratory, AvMet Applications, Inc. and the NASA Goddard Space Flight Center. Mike has a Master's degree in Meteorology from Texas A&M University.

Jeff Sarver (UPS)

Jeff Sarver is the Senior Flight Operations Meteorologist for UPS. Jeff has a total of 32 years in the aviation weather industry. Eighteen of these years have been with UPS helping make operational decisions for UPS airlines as well as the ground network. During this time, he has been the Operational manager overseeing the department's operations and procedures, chair of the Airlines for America Meteorology Committee, subject matter expert for FAA Collaborative Decision Making (CDM) Weather Evaluation Team (WET) working group, subject matter expert for the International Air Transport Association (IATA) Meteorological Committee, and the liaison between UPS and the NWS.

Before Jeff came to UPS he spent 14 years with the Air Force where he provided critical weather support for the 2002 Winter Olympics in Salt Lake City, and tested and provided the manufacturer of the FMQ-19 (military version of ASOS) timely feedback to make improvement before deployment to airfields around the world. He also helped standardize weather support and operational guidance for UAVs in 2004.

Jon Schleifer (FAA)

Jon is the Manager for the Research and Development Management Division at the Federal Aviation Administration's William J. Hughes Technical Center for Advanced Aerospace. He and his workforce plan and coordinate the agency-wide research and development driving the modernization of the national airspace system and the future of aviation. They also oversee administration of the congressionally mandated Research, Engineering and Development Advisory Committee (REDAC) as well as the FAA's Technology Transfer program.

Mr. Schleifer holds a Bachelor's degree from Evangel University. Additionally, he attended the U.S. Air Force Air War College, the U.S. Marine Corps Command and Staff College, and the Federal Executive Institute Leadership for a Democratic Society program.

During his personal time, Mr. Schleifer is the Chairman of the Board for IHS Deliveries, a not-for-profit entity that disseminates donations from U.S. benefactors to missionaries in South Africa and Burma. Jon is also the Vice Chairman for A Write to Heal whose mission is to provide trauma survivors pathways to healing through writing, film making and job apprenticeships. Additionally, he is a member of the Atlantic County Workforce Development Board. Jon also has a commercial real estate venture in historic Mays Landing. He is an avid weightlifter, reader and moviegoer.

Mitch Scott (NBAA)

Mitch is a recent college graduate out of Omaha, Nebraska where he obtained his pilot license and degree in Aviation Management, as well as a deep fascination in weather after growing up in the Midwest chasing storms any chance he got. A year and a half ago, he made his way to NBAA at the FAA's Air Traffic Control System Command Center. There, he serves the general aviation public in advocating for their best interests on the ops floor when events like weather constraints arise.

Somil Shah (FAA)

Somil Shah joined the FAA William J. Hughes Technical Center for Advanced Aerospace in 2017, where he serves as an Aerospace Engineer within the Aviation Research Division. He earned both his Bachelor of Science and Master of Science degrees in Aerospace Engineering from the Georgia Institute of Technology in 2015 and 2017, respectively. Before joining the FAA, Somil worked at the Aerospace Systems Design Lab at Georgia Tech, where he engaged in coursework and projects focused on systems engineering, design optimization, modeling and simulation, and system safety.

At the FAA Technical Center, Somil primarily works within the terminal area safety and system safety management domains. He leads and participates in various research projects, including investigations into the braking capabilities of aircraft landing on wet runways, evaluations of airplane state awareness technologies for stall recovery, assessments of virtual reality and simulated air traffic control environments for pilot training, research to enhance go-around training, and explorations of artificial intelligence and advanced analytics for modeling aircraft-to-aircraft collision risk during departure and arrival. Additionally, Somil serves as the Program Manager for the FAA Technical Center's Big Data Analytics Working Group (Big DAWG), which aims to enhance awareness, literacy, and application of big data analytics, machine learning, artificial intelligence, and advanced data science at the Technical Center. Finally, he also serves as an ambassador for the Technical Center's Aviation STEM outreach program, known as AvSTEM.

Matthias Steiner (NCAR)

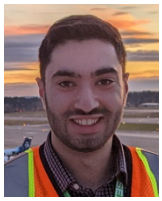
Matthias Steiner is a Senior Scientist with the National Center for Atmospheric Research (NCAR) serving as Director for the Aviation Applications Program of the Research Applications Laboratory (RAL). Drawing from three decades of scientific experience, he leads new initiatives and directs research and development efforts broadly aimed at mitigation of avoidable weather impacts on various sectors, with a particular focus on aviation. Matthias' 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 to integrate weather guidance in the decision-making process to better serve aviation operators.

At present, Matthias 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. He has received multiple recognitions for excellent contributions to field programs, scientific missions, and outstanding publications. Most notably, Matthias is a Fellow of both the Royal and American Meteorological Societies.

Christine Taylor (MITRE)

Christine Taylor is a Principal Artificial Intelligence Engineer at the MITRE Corporation. Her primary research focus is the application of optimization methods and machine learning techniques towards development of decision support systems for traffic flow management and other complex systems. In 2016, she was granted a patent for developing a novel approach in Systems and Methods for Departure Routing. She has authored over 50 conference papers, 11 articles in peer-reviewed journals, is an editorial board member of MDPI Aerospace, and is the vice chair of the AIAA Modeling and Simulation Technical Committee. She holds a B.S. from Cornell University and M.S. and Ph.D. degrees in aeronautical engineering from the Massachusetts Institute of Technology.

Samer Tirhi (Port of Seattle)



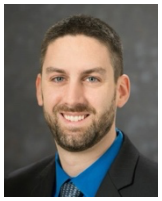
Samer is a seasoned professional specializing in aviation operations and technological innovation at Seattle-Tacoma International Airport (SEA). When he's not optimizing aircraft scheduling at SEA, he's implementing cutting-edge systems to enhance surface operations. Samer plays a key role in deploying the Port of Seattle's Surface Area Management System (SAMS), which provides a comprehensive view of surface movements and utilizes predicted off-block times from the airport's turn event monitor to facilitate decision-making with multiple airport stakeholders.

Samer also leads the Seattle Surface Working Group, a team preparing SEA for the Terminal Flight Data Manager (TFDM), an upcoming FAA solution integral to NextGen's surface management. In addition to his work on surface operations, Samer focuses on leveraging AI technologies to optimize decision-making processes across various domains in airport operations.

Philippe Tissot (TAMU-CC and AI2ES)

Philippe Tissot is the Conrad Blucher Institute Chair for Coastal Artificial Intelligence at Texas A&M University-Corpus Christi and a co-PI for the National Science Foundation Artificial Intelligence Institute for Research on Trustworthy AI in Weather, Climate, and Coastal Oceanography, or AI2ES. Since his arrival at CBI in 1999, Dr. Tissot's research has focused on the development of artificial intelligence methods for the analysis and predictions of environmental systems with a focus on coastal physical processes. Present projects include developing operational predictions for coastal inundation, coastal fog for airports and navigation, sea turtle conservation, and emergency management.

Mark Veillete (MIT Lincoln Laboratory)



Mark Veillette is a senior technical staff member in the Air Traffic Control and Weather Systems Group at MIT Lincoln Laboratory and is co-lead of the AI Accelerator Earth Intelligence Engine project. He has been an active contributor to research efforts supported by the FAA and DoD aimed at improving weather modelling using artificial intelligence (AI). Mark is the lead developer for a number AI-based weather systems in use by the FAA and DoD, including the FAA's Offshore Precipitation Capability (OPC) and the US Air Force's Global Synthetic Weather Radar (GSWR) capability. Before joining the Laboratory in 2011, Mark received a B.S. in Mathematics from Bucknell University in 2005, and later his Ph.D. in Mathematics from Boston University in 2010 with a focus in probability theory, stochastic processes and machine learning.

Matt Wandishin (NOAA GSL)

Matt Wandishin works in the Verification and Assessment Branch at NOAA Global Systems Lab, which evaluates aviation weather forecast products for the Federal Aviation Administration (FAA), supports GSL model development efforts, and is venturing into evaluation of Machine Learning-based weather prediction models. His research interests center on the development of new verification techniques and in looking at forecast performance in the context of how the forecasts are used.

Prior to coming to GSL, he showed a contrarian nature by not studying tornadoes during twelve years at the National Severe Storms Laboratory in Norman, OK, choosing instead to focus on predictability and the use of forecast ensembles. He also has an inordinate interest in prescriptivist grammar, fonts, and color table choices. Outside of work, Matthew is kept busy with a handful of children ranging from ages 22 down to seven. Any remaining time is spent listening to music, almost capturing good photos of birds, and reading books without pictures.

John Williams (The Weather Company)

John Williams has over 20 years of experience working at the intersection of artificial intelligence, meteorology, aviation, and software systems. As Head of Weather AI Sciences and Aviation Weather Content at The Weather Company, he leads a team of scientists and software engineers in developing and operating advanced AI-driven systems for weather detection, forecasting, verification and weather impact prediction. These technologies help airlines and other businesses anticipate and mitigate disruptions due to weather, increasing the safety, resilience and efficiency of their operations. Prior to joining The Weather Company, Dr. Williams worked as a Project Scientist in the Research

Applications Laboratory of The National Center for Atmospheric Research where he led FAA and NASA-funded research and development projects.

Guy Zunder (Skypath)

Guy Zunder, Chief Product Officer at SkyPath, combines over 15 years of product management expertise with a passion for aviation technology. At SkyPath, he leads the development of AI-driven solutions that enhance operational efficiency and safety in aviation. Previously, he managed a portfolio of advanced technology products at Dynamic Yield, a B2B SaaS company acquired by Mastercard. Guy holds an MBA with a focus on Technology, Entrepreneurship, and Innovation and is a retired F-15 fighter pilot.