Spring 2026 FPAW Meeting
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Key: **FPAW Steering Committee Member** Student
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Note: Session Co-Leads and Leads may also serve as MPPs

Steve Abelman (The Weather Company)

Steve Abelman has over 35 years of aviation weather experience and is currently working as a Customer Success Advocate for The Weather Company (TWC). His primary focus is making sure TWC is meeting the needs of commercial aviation customers, but also provides weather SME services including Enhanced Weather Information Service (EWINS) training for dispatchers and pilots, operational event reviews from a weather perspective, and design support for new TWC aviation products and services.

Steve's career highlights include several positions with American Airlines ranging from the most recent as the Manager of Weather Technology to nearly 15 years as a lead meteorologist on the operations floor in the 90s and early 2000s. Steve worked for the FAA between 2010-2018, managing the FAA's Aviation Weather Research Program. Steve oversaw the guidance, funding, and direction for successful aviation products including CoSPA, GTG, aviationweather.gov and more!

During his free time, Steve is an avid SCUBA diver, loves to travel, and plays golf whenever he can.

Christian Amaral (ALPA)

Captain Christian Amaral represents the Air Traffic Services Group within the Air Line Pilots Association, where he focuses on aviation weather. An Airbus 320 captain at United Airlines, Christian also sits on the RTCA SC-206 Turbulence Working Group.

In 10+ years with United, he's flown the A320, 757, and 767 in domestic and transoceanic theaters. Before that, he flew all variants of the CRJ at ExpressJet / Atlantic Southeast Airlines for eight years and has logged nearly 14,000 total flying hours. Prior to flying full time, he represented Flight Operations at Delta Air Lines and performed in-service evaluations of automatic turbulence reporting technologies, working with NASA and the FAA. That work followed a career change and flight training, having worked in politics for three years after college.

Christian holds a bachelor's degree in history from the College of the Holy Cross, and lives near Boston with his wife and two daughters.

Gus de Azevedo (Oklahoma State University)

New dad Dr. Gustavo de Azevedo is an Assistant Research Professor at Oklahoma State University. Although his degrees are in Electrical and Computer Engineering (ECE), his terminal degree was equally divided between ECE, Aerospace Engineering, and Meteorology. This diverse education gives Gus a multifaceted perspective to tackle atmospheric observational challenges in support of NextGen Aviation Weather.

Besides the development of patented UAS-based atmospheric sensing technologies, Gus's research exploits also led him to write a chapter in the book *Fundamentals of Capturing and Processing Drone Imagery and Data* (CRC Press, 2021) to help educate the next generation of atmospheric scientists and engineers.

Apoorva Bajaj (Climavision)

Apoorva Bajaj is a Senior Manager at Climavision, responsible for Public Sector Weather Radar Programs. He manages accounts across all levels of government – local, regional, state and national - and identifies opportunities to partner with non-profit organizations looking to demonstrate and operationalize weather observing and warning systems infrastructure for improved public safety, mobility and economic development.

Before joining Climavision, Apoorva was Innovation Manager at the Center for Collaborative Adaptive Sensing of the Atmosphere (CASA) at the University of Massachusetts, Amherst. He helped establish the CASA Dallas Fort Worth Living Lab for Severe Weather Warning Systems, a first-of-its-kind weather radar network and early warning system used by local emergency managers, the National Weather Services and aviation stakeholders for preparedness and response to tornadoes, flash floods and other severe weather events.

Apoorva volunteers as a Board Member of the AUVSI New England chapter. He holds a master's degree in electrical and computer engineering and a master's degree in business administration (M.B.A.) from the University of Massachusetts Amherst.

Mike Baldwin (University of Oklahoma/CIWRO)

Dr. Mike Baldwin is a Research Scientist at the Cooperative Institute for Severe and High-Impact Weather Research and Operations (CIWRO) at the University of Oklahoma, working with the Storm Prediction Center on forecast evaluation. Mike began his career in 1991 as a support scientist at the NOAA/NWS Environmental Modeling Center and retired from Purdue University in 2023 as an Associate Professor. His research has mainly focused on improving the understanding and prediction of high-impact weather events.

Randy Bass [r] **(Bass Weather Services)**

Randy Bass has over 35 years of weather experience spanning the military, private and commercial industry, and government. He started Bass Weather Services in 2015, specializing in business consulting, expert witness testimony, and forecasting support. He provides advice, subject matter expertise, and research on current and planned activities to businesses in all aspects of the commercial and government weather enterprise. Randy has also assisted in over 50 legal cases, determining if weather was a factor in such incidents as accidents, structural damage, and even criminal investigations.

Randy began his career as an Air Force weather officer, retiring in 2008. He provided weather support to bases and military aircraft throughout the US, including three deployments overseas in support of contingency operations, and spent almost half his career supporting the Intelligence Community and satellite operations. From 2008 until 2012, Randy was a Senior Meteorologist for ITT Exelis (now L3Harris) in Herndon, VA, where he researched prospective opportunities and developed business case analyses for weather, aviation, and space programs and pursuits.

In 2012, Randy joined the Federal Aviation Administration. There, he oversaw the Convective Weather Research Program and managed the Weather Research Branch before being named the manager of the Aviation Weather Division in 2022. He retired in November 2024.

Randy earned his BS in Meteorology from North Carolina State University and his MS in Meteorology from Texas A&M University. He lives in Waynesboro, VA with his wife Amy.

Tyler Bell (University of Oklahoma)

Dr. Tyler Bell is an Assistant Professor in the School of Meteorology and School of Aviation at the University of Oklahoma. Tyler earned his BS (2016), MS (2018), and PhD (2021) in Meteorology from the University of Oklahoma. Prior to joining the faculty in Fall 2025, he served as a Research Scientist at the Cooperative Institute for High-Impact Weather Research and Operations (CIWRO) from 2020 to 2025. His research focuses on instrument and observation technique development for atmospheric boundary layer applications, with emphasis on advancing observational capabilities for high-impact weather, renewable energy, and advanced air mobility.

Tyler is a key developer of the CopterSonde weather-sensing uncrewed aircraft system (WxUAS), which has been deployed in numerous field campaigns to capture high-resolution atmospheric profiles in challenging environments. He serves as manager of the OU Collaborative Lower Atmospheric Mobile Profiling System (CLAMPS), a sophisticated mobile facility that provides critical boundary layer observations for research and operational forecasting. His work bridges innovation in meteorological instrumentation with real-world applications in weather prediction and atmospheric science.

Ken Carson (University of Oklahoma)

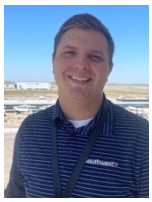
Ken Carson serves as Director – Emeritus and Adjunct Faculty at the University of Oklahoma (OU) School of Aviation, and FAA Liaison for small Uncrewed Aircraft Systems (sUAS) and crewed aircraft research operations. He holds commercial, instructor and examiner pilot ratings from both the FAA and the USAF, where he served on active duty for more than 20 years. Ken logged more than 6,000 hours of flight time globally on WC-130 and C-5 aircraft, including 48 full typhoon/hurricane penetrations during his tours with the 53rd Weather Reconnaissance Squadron (“Hurricane Hunters”) and 54th Weather Reconnaissance Squadron (“Typhoon Chasers”).

Ken received his Bachelor of Science in Education from OU in 1980, an MBA from Embry-Riddle Aeronautical University in 1987 and a Master of Strategic Studies from the U.S. Army War College in 1999.

Race Clark (NOAA National Severe Storms Laboratory)

Dr. Robert 'Race' Clark is the MRMS (Multi-Radar/Multi-Sensor) Program Lead at NOAA's National Severe Storms Laboratory. He is responsible for leading and coordinating research and development efforts related to the MRMS software suite. He received his BS (2010) in chemical engineering from Oklahoma State University and his MS (2012) and PhD (2016) in meteorology from the University of Oklahoma. His research interests include radar data integration and processing and the use of radar data to develop decision support algorithms and other products.

David Dillahunt (Southwest Airlines)



David Dillahunt is a Chief Meteorologist at Southwest Airlines in Dallas, TX. He leads Southwest's team of operational meteorologists and supports Southwest's strategic initiatives as they relate to weather. David first started as an intern at Southwest before starting a fulltime role as meteorologist in 2017. Prior to joining Southwest fulltime, he worked for an American Airlines regional airline as an aircraft dispatcher for about one year.

In his role at Southwest, David stays engaged with the airline industry through the Airlines for America (A4A) Meteorology Committee. Additionally, he previously chaired the National Weather Association (NWA) Aviation Committee from 2020-2024. He is a current member of the American Meteorological Society (AMS) Weather Analysis and Forecasting (WAF) Committee. David has been an active member of FPAW since 2019 and currently serves on the FPAW Steering Committee.

David graduated from Embry-Riddle Aeronautical University (ERAU) in Daytona Beach, FL with a BS in Meteorology in 2016 and an MS in Aeronautics in 2021. He also earned his Aircraft Dispatcher Certification while in Daytona Beach. While at ERAU, he was a Pathways Intern with the National Weather Service (NWS) in Bismarck, ND.

Kim Elmore (University of Oklahoma)

Dr. Kimberly "Kim" Elmore Is a Research Scientist at the Cooperative Institute for Severe and High-Impact Weather and Observations (CIWRO) at the University of Oklahoma. Kim was at the National Center for Atmospheric Research (NCAR) from November 1982 to June 1995, when he joined the Cooperative Institute. His work at NCAR centered on aviation weather and microburst wind shear in particular, where he was part of the Joint Airport Weather Studies (JAWS) project, Classify Locate and Avoid Wind Shear (CLAWS) Project, where he was among the first meteorologists to work directly with air traffic controllers providing real-time wind shear warnings for aircraft at the Denver Stapleton ATCT. As a result, Kim served as content expert and point of contact for the first FAA wind shear training videos "The Day All Hell Broke Loose" and "Ten Knots for Mom and the Kids". He was the FAA Advanced Weather Research Program lead for the Advanced Weather Radar Product Development Team 2000–2008, for which he and his team received the FAA's 2002 Excellence In Aviation award.

Additional research experience includes an early approach to ensemble severe storm numerical weather prediction, a statistical approach to estimating Doppler radar azimuthal wind shear for tornado detection, mobile radar scientist during VORTEX2 (2009-2010) and PECAN (2015), on-board flight scientist in the NOAA P3-W during VORTEX-SE (2016), and TORUS (2019). Kim is

currently the project scientist the mPING Project (Meteorological Phenomena Identification Near the Ground), for which he received the National Weather Association Larry. R Johnson award in 2018. He holds PP SEL/MEL and Glider ratings plus a Part 107 UAS rating. He owns a 1946 Cessna 140 and has approximately 1200 hours total time.

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 BS 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 Part 121 operations manager and ATC coordinator.

***Burkely Gallo [r]* (USAF 16th Weather Squadron)**

Dr. Burkely Gallo is the Deputy Chief for Science & Services at the 16th Weather Squadron (16 WS) of the U.S. Air Force. She and her 16 WS colleagues are responsible for the Air Force's environmental modeling capabilities, and she oversees a team focused on tailoring model output to meet stakeholder needs while integrating the latest and greatest science into an operational framework. Her expertise is in verification, research-to-operations/operations-to-research efforts, and severe convection.

Prior to joining 16 WS, Burkely spent 8 years as a facilitator of experiments in NOAA's Hazardous Weather Testbed, examining how subjective and objective verification defined the goodness of a forecast. She earned her BS and MS in Meteorology from the Pennsylvania State University, followed by her PhD from the University of Oklahoma.

Josh Garcia (FAA Kansas City Air Route Traffic Control Center)

Josh Garcia began his career with the FAA as an air traffic controller at the Miami Air Route Traffic Control Center (ARTCC) (ZMA). He became an operations supervisor at Kansas City ARTCC (ZKC) in 2014. In 2018, Josh became a Supervisory Traffic Management Coordinator (STMC) in the Traffic Management Unit at ZKC. He has also spent 15 months as the Traffic Management Officer (TMO) for the Kansas City District.

Joe Grim (National Center for Atmospheric Research)

Dr. Joe Grim is a Scientist V at NCAR within the Research Applications Laboratory (RAL). His research spans a variety of meteorological disciplines, including model verification, model bias corrections, remote sensing, data quality control and assurance, and data visualization. His research in aviation meteorology focuses on assessing models' ability to predict the extent and timing of aviation-affecting convection, including how convection affects flight path permeability.

Joe earned his Bachelor's degree in Synoptic Meteorology from Purdue University in 2001, and his Master's and PhD degrees in Atmospheric Sciences from the University of Illinois in 2003 and 2007, respectively

Dan Halperin [r] **(Embry-Riddle Aeronautical University)**

Dr. Dan Halperin is an Associate Professor of Meteorology and one of several faculty who teach Aviation Weather at ERAU. He recently co-led a refresh of the course to incorporate more active learning exercises, redesign lecture slides, and include short daily quizzes to promote retention.

Dan's research interests include aviation weather education. He has published articles on altimeter errors due to non-standard temperatures and density altitude, including evaluations of common approximations and impacts on aircraft performance metrics. Dan holds a private pilot certificate with an instrument rating.

Stacey Hitchcock (University of Oklahoma/National Weather Center)

Dr. Stacey Hitchcock is an Assistant Professor in the School of Meteorology at The University of Oklahoma, where her research broadly aims to untangle the relationships between storm environments, storm dynamics, and the hazards they produce. In the aviation space, she and her students are working on determining the impacts of storms on nearby out-of-cloud turbulence risk. This includes how near-storm turbulence differs under different environments and with different storm modes. She also likes digging into the dynamics that determine how, where, and when turbulence occurs near storms.

After completing undergraduate and master's degrees in meteorology at The University of Oklahoma, Stacey earned her doctorate in atmospheric science at Colorado State University in 2018. From there, she worked as a postdoctoral fellow at The University of Melbourne in Melbourne, Australia. Past research projects have included understanding nocturnal MCS environments and dynamics, heavy rainfall and QLCS structures in southeast Australia, and mapping spatial patterns of aviation turbulence near thunderstorms.

Brandon Ingham (Stillwater Regional Airport [KSWO])

Brandon Ingham is currently the Airport Operations Supervisor at Stillwater Regional Airport where he has worked in various roles for the last four years. He holds an MS in Aviation from Oklahoma State University and has served on the Board of Directors for the Oklahoma Airport Operators Association. His current weather-related responsibilities include overseeing the airport snow and ice control plan, hosting pre-season and pre-event planning briefings, and serving as incident command during any weather

occurrences. When away from the airport, he enjoys spending time outdoors with his wife and daughter, landscaping, and traveling.

Jamey Jacob (Oklahoma State University OAIRE)

Dr. Jamey Jacob is the Executive Director of the Oklahoma Aerospace Institute for Research and Education (OAIRE), Williams Chair in Energy Technology at OSU Tulsa, and Regents Professor of Aerospace Engineering in the School of Mechanical and Aerospace Engineering at Oklahoma State University. He has approximately $50M in funded research projects as PI and Co-PI from government and industry including AFOSR, AFRL, DOD, DOE, DARPA, FAA, NASA, NSF, SOCOM, USN, Boeing, General Electric, Lockheed-Martin, Northrop-Grumman, and Toyota, among others. Jamey is currently PI on multiple programs, including the OSU lead for the Tulsa Hub for Ethical and Trustworthy Autonomy Tech Hub, the NASA University Leadership Initiative program WINDMAP to develop aviation weather solutions for advanced aerial mobility applications, including drones and urban air taxis, and a NIST effort on the Development of Test Certification Standards for AAM Platforms. He also leads the DoD sponsored Counter-UAS Center of Excellence.

Jamey received his BS in Aerospace Engineering from the University of Oklahoma in 1990 and his MS and PhD in Mechanical Engineering from the University of California at Berkeley in 1992 and 1995, respectively. He was a National Research Council Summer Faculty Fellow in the Air Force Research Laboratory and Fulbright Specialist. He received the SAE Ralph Teetor Award, the Lockheed Martin Teaching Award, and the OSU Regents Distinguished Teaching Award, among other teaching and mentoring awards. He is a native Oklahoman and dedicates much of his efforts to education and STEM workforce development. He is a Part 107 UAS pilot with approximately 500 hours operating various platforms.

Michael Karrels (Delta Air Lines)

Michael Karrels has worked in the airline industry for 20 years, all as a flight dispatcher. He started his dispatch career in 2006 with Pinnacle Airlines in Memphis Tennessee, was hired by Northwest Airlines in November of 2006 and became an employee of Delta Air Lines through the merger in 2009. Currently, Michael is an Operations Management Supervisor at Delta, where his primary responsibility is Air Traffic Management over the Southeast region.

Prior to his current role, Michael was the product owner of the flight planning system and was the lead in implementing the TOS process at Delta. He is a member of a several industry committees, including the CDM Flow Evaluation Team and Joint Space/Airspace Team. At Delta, Michael is qualified as a System Operations Manager, Senior System Operations manager, and OCC Duty Director.

Brian Kelly (Stillwater Regional Airport (KSWO) ATC Tower)

Brian Kelly is the Air Traffic Manager at Stillwater Regional Airport, where he works with Midwest ATC to oversee tower operations and support safe, efficient service for pilots and the flying public. He brings more than 22 years of experience in air traffic control, with a strong focus on operational excellence and VFR tower operations.

Before stepping into his current role, Brian served as an Air Traffic Control Specialist at Stillwater Regional Airport and as a Department of Defense controller at Fort Huachuca,

Arizona. He also supported air traffic operations at several locations while serving in the U.S. Army, gaining experience across a wide range of operational environments.

Brian is driven by a commitment to serving the users of the national airspace system and takes pride in helping ensure pilots and visitors flying into Stillwater have a safe, efficient, and positive experience.

Chelsea Kenyon [r] **(NWS Kansas City Center Weather Service Unit)**

Chelsea has been a forecaster at the Kansas City Center (ZKC) Center Weather Service Unit (CWSU) for 16 years and has worked temporary duty assignments at Fort Worth (ZFW), Oakland (ZOA), and Denver (ZDV) CWSUs. Passionate about flight safety and aviation weather education, she is a founding member of the Aviation Weather Center FLYERS outreach group and has served as a subject matter expert for several national teams.

Chelsea holds a degree in meteorology from the University of Northern Colorado and an aerospace degree from Middle Tennessee State University. She is also an FAA-licensed aircraft dispatcher. Early career roles include flight service weather briefing and television weather broadcasting.

James Kenyon (NOAA Global Systems Laboratory/CIRES)

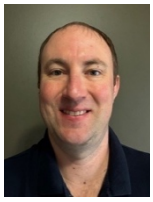
Jaymes is an CIRES Associate Scientist at the NOAA Global Systems Laboratory (GSL). He began his career as a U.S. Air Force weather officer and later worked at the National Weather Service office in Grand Rapids, MI. He holds a BS in meteorology from Valparaiso University and an MS in atmospheric science from the University at Albany–SUNY.

Kevin Kraujalis [r] **(NWS Chicago Center Weather Service Unit)**

Kevin Kraujalis serves as the Meteorologist in Charge at the National Weather Service (NWS) Center Weather Service Unit (CWSU) in Aurora, Illinois. With a career rooted in the critical intersection of atmospheric science and aviation safety, Kevin oversees meteorological operations that support the FAA's Chicago Air Route Traffic Control Center.

Kevin began his professional journey as a Contract Weather Observer for the FAA, providing essential data for major hubs including O'Hare (ORD), Midway (MDW), and Orlando (MCO). He further honed his forecasting expertise through roles at the NWS offices in Williston, ND, and Duluth, MN. In 2019, he joined the Aurora CWSU as a meteorologist, eventually stepping into his current leadership role in 2024. Kevin holds a BS in Meteorology from Northern Illinois University.

Doug Lotter (Airline Dispatchers Federation)



Doug Lotter is a Flight Dispatch Instructor at United Airlines. He develops and delivers training content to United's flight dispatchers, focusing mainly on recurrent training for active dispatchers. He dispatches flights within United's Domestic and South America regions. Doug has a meteorology background, having earned a BS in Applied Meteorology from Embry-Riddle Aeronautical University (Prescott, AZ). He also has a MS in Aviation Technology from Purdue University (West Lafayette, IN).

Doug has previously completed an internship in Southwest Airlines' meteorology department, worked as a meteorologist/flight planner for corporate jets at Rockwell Collins, and has been a dispatcher at United for the past 13 years.

Scott Minnick [r] **(NWS Aviation Weather Center)**

Scott Minnick is a Lead Aviation Meteorologist at the Aviation Weather Center (AWC), where he supports aviation operations through forecast development, decision support services, and collaboration with FAA and NWS partners. His work focuses on improving the identification and communication of high-impact aviation hazards, including icing, turbulence, and convection.

Scott has previously worked as a Meteorologist at Weather Forecast Offices in Tucson, AZ, and Wakefield, VA, and is a graduate of the University of Missouri-Columbia.

Jeff Mulder (Will Rogers International Airport (KOKC))

Jeff Mulder has more than 30 years of aviation and transportation experience, including more than 20 years as a CEO at Appleton, Tulsa, Ft. Myers, and Oklahoma City airports. He is the past National Chairman of American Association of Airport Executives, recipient of a Distinguished Service Award, and 2016 Airport Revenue News Airport Director of the Year. Jeff is a commercial multi- engine pilot and flight instructor.

John Ostrom [r] **(AeroWyld LLC)**

John E. Ostrom is a retired airport professional with over 40 years of experience in airport operations. As the Assistant Director of Integrated Operations at Minneapolis–St. Paul International Airport (MSP), John managed the Airside Operations Department and staff with responsibilities for 14 CFR Part 139 compliance, airfield safety, and operational integration. His career contributions included developing MSP's award-winning Wildlife Hazard Management Program, pioneering the Airport Drivers' Training Program, and leading the creation of the MSP Winter Operations Playbook, Tarmac Delay Contingency Plan, and Surface Movement Guidance Control System (SMGCS). He also established the Runway Incursion Review Board and advanced human factors and root cause analysis programs that influenced industry standards.

Since retiring, John has been working with the American Association of Airport Executives in developing and providing training for airports around the country, as well as conducting operational compliance assessments for Part 139 airports.

Trinity Patton (Oklahoma State University)

Trinity Patton is the Event Coordinator for the Oklahoma Aerospace Institute for Research and Education (OAIRE). She is a Fall 2025 graduate from Oklahoma State University (OSU), where she earned a Bachelor of Science Business Administration (BSBA) in Entrepreneurship and also a BSBA in Marketing.

During her time at OSU, Trinity was actively involved in multiple student organizations, where she held leadership roles that kept her deeply engaged on campus. Through her experiences within the School of Entrepreneurship, she developed a strong passion for innovation and creative problem-solving, which seamlessly transitioned into her position at OAIRE.

James Pinto (National Center for Atmospheric Research)

Dr. James Pinto serves as the Science Deputy for the Transportation Meteorology Applications Program (TMAP) at NSF NCAR. He helps guide research at the intersection of atmospheric science and transportation with his focus being on product development supporting more efficient and safe aviation operations. James is a Senior Scientist who has authored or co-authored over sixty peer reviewed publications and contributed to advances in high resolution modeling and aviation weather prediction.

In 2018, James led an effort to demonstrate real-time predictions of ultra fine resolution weather and turbulence predictions to support uncrewed aircraft system (UAS) operations during the ISARRA LAPSE-RATE field campaign. Building on this work, he has led research on the assimilation of UAS observations to improve short term forecasts of aviation hazards, with a focus on low level wind shear, fog, and convective storms. James recently led a project to observe winds and turbulence in an urban setting using a network of coordinated UAS contributed by universities and the private sector and is using this data to evaluate and improve microscale predictions from NSF NCAR's building-resolving large eddy simulation model called FastEddy. In parallel, James has been involved since its earliest stages, in the development of the NextGen Weather Processor (NWP), a major advancement of CoSPA, which is now being deployed at Air Route Traffic Control Centers across the U.S. to support domestic flight planning and operations.

James earned his PhD from the Program in Atmospheric and Oceanic Sciences at the University of Colorado, a Master's degree in Atmospheric Science from Pennsylvania State University, and a Bachelor's degree from Cornell University.

Nathan Polderman (United Airlines)

Nathan Polderman is the Senior 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 a 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. He was recently named FPAW Co-Chair and began serving in that role on October 1, 2025. Nathan is an FAA-licensed Aircraft Dispatcher, holds a Master's degree in Atmospheric Science from Indiana University and a Bachelor's degree in Geography from Calvin University.

Kellie Reed (Stillwater Regional Airport (KSWO))

Kellie Reed, C.M., has the pleasure of serving Stillwater Regional Airport as Airport Director. Ms. Reed has expertise in executive airport leadership, including responsibility for planning, directing, and overseeing major capital improvement projects; financial and property administration; business and air service program management; and airport marketing and communications.

Ms. Reed is a licensed pilot who began her aviation career in airport operations and airport rescue firefighting, and developed into leadership roles in executive airport leadership, safety and security compliance, and airport planning. She has had the privilege of supporting airports in the southwest, northwest, Alaska, and south-central regions.

Heather Reeves (University of Oklahoma/CIWRO)

Dr. Heather Reeves is a Senior Research Scientist at the Cooperative Institute for Severe and High-Impact Weather Research and Operations (CIWRO) and the National Severe Storms Laboratory. Her areas of expertise include aviation weather, winter weather, and radar meteorology. Heather was a charter member of the FPAW Steering Committee.

Tony Reinhart (NOAA National Severe Storms Laboratory)

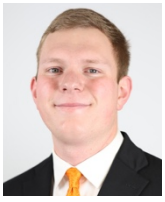
Dr. Anthony Reinhart is the Phased Array Radar R&D Program Lead at the NOAA National Severe Storms Laboratory located in Norman Oklahoma. Prior to leading the Phased Array Radar R&D Program, he led the MRMS-severe and NSSL cloud computing initiatives, building and transitioning science and technology. Tony received his BS from Purdue University, his MS from The University of Nebraska - Lincoln, and his PhD from Texas Tech University.

Mike Robinson (Aeris LLC)

For the past 25 years, Mike Robinson has pioneered efforts that advance applied weather and air traffic flow management solutions for aviation and transportation operations and ecosystems. Across his career, Mike has led research, engagement, and operationalization efforts that have provided collaborative weather resiliency solutions for air navigation service providers, major airlines and airports, and UAS, AAM, and rotorcraft operators and stakeholders now advancing emerging aviation missions and services.

Currently, Mike is the Director for Aviation Science and Applications with Aeris, a U.S. technical services company focused on transitioning science and technology into operations. Prior to Aeris, he worked in similar roles at The MITRE Corporation, MIT Lincoln Laboratory, AvMet Applications, and the NASA Goddard Space Flight Center. Mike has a master's degree in meteorology from Texas A&M University.

Sammy Rodriguez (Oklahoma State University)



Sammy Rodriguez is a commercial pilot and Professional Pilot student at Oklahoma State University. He currently serves as Vice President of the OSU Flying Aggies, where he coordinates club engagement with aviation organizations and helps connect members with industry professionals. During his time at OSU, Sammy has achieved his instrument and commercial pilot certifications and has begun training toward his flight instructor certificate. In addition to his aviation studies, he has pursued a music minor in jazz, performing with multiple Oklahoma State ensembles each semester.

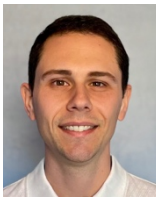
Sammy expects to graduate from Oklahoma State University in spring 2026 with a BS in Aerospace Administration and Operations. He plans to complete his flight instructor certification in the coming months and begin working as a full-time flight instructor in the fall.

Wayne Sand [r] **(Big Sky Weather Consulting)**

Dr. Wayne Sand has been associated with weather and aviation for his entire adult life. As a graduate student, he flew a cloud seeding research project for Colorado State University. He went on to fly Navy all-weather attack bombers in Vietnam and returned to graduate school at the South Dakota School of Mines, where he completed an MS in Meteorology while flying the armored T-28 through thunderstorms. Wayne then went to the University of Wyoming, where he flew their weather research airplanes for 12 years in various weather research programs, including studies of thunderstorms, aircraft icing, mountain snowstorms, lake-effect snow, turbulence, windshear, and microbursts. While there, he completed a PhD in Atmospheric Science.

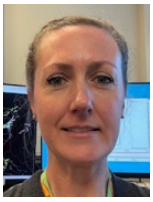
Wayne went from the U. of Wyoming to NCAR as the Deputy Director of what was then known as the Research Applications Program during the period they developed LLWAS and TDWR. From NCAR, he started his own consulting business, investigating weather involved with aviation accidents and the weather's impact on airplanes and pilots. Wayne finally stopped taking consulting jobs two years ago to write a book on what he learned about the relationship between airplanes, pilots, and weather, titled "Aviate Navigate Communicate: How Severe Weather Impacts Airplanes and Pilots."

Randy Silver (NWS Radar Next Program)



Randall "Randy" Silver, PE, is a licensed professional engineer in the state of Oklahoma and has 10+ years of weather radar experience with the NEXRAD Program, serving last as the Radar Engineering Team Lead. He recently joined the NWS's RadarNext team as its program engineer, helping to lay the foundation for the replacement to the NEXRAD Program, while also working to modernize the ways in which weather radar measurements are collected and distributed in the US. Randy, an Oklahoma native, obtained an MS in electrical engineering at the University of Oklahoma in 2013.

Elizabeth Slovak (FAA Air Traffic Control System Command Center)



Elizabeth Slovak is a National Traffic Management Specialist (NTMS) in the En Route area at the FAA Command Center (ATCSCC). She started her career in 2008 as an air traffic controller at Potomac TRACON controlling traffic into and out of the DC Metro area. In 2018 she started working at the Command Center in Traffic Management and has recently taken a temporary position training new Traffic Management specialists for the En Route area. Elizabeth plans to continue working in the En Route area of the Command Center and loves living and raising a family in Northern Virginia.

Brandon Smith [r] **(FAA NextGen Aviation Weather Division)**

Brandon Smith is a meteorologist with over 35 years of experience in the private sector, US Navy and Federal Government. He was a Navy Aerographers Mate and Commissioned Meteorology/Oceanography (METOC) Officer and retired from the Navy Reserve in 2024. Brandon spent 15 years with the National Weather Service in roles such as the Aviation Program Manager for the NWS Eastern Region and the Aviation Focal Point for the NYC Forecast Office. He also helped stand up the AWC National Aviation Meteorologist (NAM) program at the FAA ATCSCC. He joined the FAA in 2020 and currently is the Manager for the Aviation Weather Divisions Policy and Requirement Services Branch (ANG-C64).

Brandon has an MS in Atmospheric Science from the State University of New York – Albany. He is the father of five and his wife is a fellow meteorologist currently working for FEMA.

Mike Splitt [r] (Florida Institute of Technology)

Michael Splitt obtained a BS 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 MS 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 quality control for an array of observing systems, including atmospheric soundings systems, surface radiometers, and surface flux systems. He also provided weather forecast guidance and briefings for intensive observation periods, which included aircraft operations.

Mike 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 next landed at the Florida Institute of Technology and joined the College of Aeronautics in 2016, where he teaches courses in Aviation Meteorology. Mike has published in diverse areas, including atmospheric radiation, tropical cyclone wind probabilities, air-sea interaction, meteorological aspects of thunderstorms producing gigantic jets and terrestrial gamma ray flashes, and aviation meteorology. He is currently funded under projects with the Department of Energy and the FAA PEGASAS program with a focus on weather representativeness issues relevant to weather technology in the cockpit.

Jim Thrash (Will Rogers International Airport [KOKC])

Born and raised in Oklahoma, Jim graduated from Oklahoma State University with a bachelor's degree in Aviation Management. After college, he obtained his commercial, multi-engine, instrument-rated pilot certificates and flight instructor licenses and then worked as a full-time flight instructor for a couple of years. His airport management work experience includes two years as an Operations Officer at Tulsa International Airport where he also had law enforcement duties and was the airport airfield construction coordinator for one year, two years as an Operations Officer at OKC Will Roger International Airport and he currently serves as the Operations Manager at OKC, a position he has held for the last 21 years. Jim has been married for 27 years. He has two adult sons pursuing flying careers. His hobbies include reading, an occasional round of golf and keeping up with his cat and two border collies.

Matthew Wandishin (NOAA Global Systems Laboratory)

Dr. Matthew Wandishin leads the Quality Assessment Product Development Team at NOAA/GSL, which evaluates aviation weather forecast products for the Federal Aviation Administration (FAA); supports GSL model development efforts; and provides verification expertise to the Fire Weather Testbed and the development of a decision support tool for the NWS. 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.

For the past two years, Matthew has been embedded in the St. Louis, MO Weather Forecast Office. 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.

John Wilson (Dallas Fort Worth International Airport [KDFW])

John Wilson is a Senior Manager of Airfield Operations at DFW International Airport. He has over 12 years of airport operations experience. He manages the team that is responsible for CFR 139 compliance to ensure the safety of the flying public, which includes winter weather operations. Prior to this role, John was the Airfield Compliance Administrator, which involved coordinating construction impacts with stakeholders and ensuring that construction projects were maintaining compliance.

John holds a BS in Aviation Management from the University of Oklahoma, and a MS in Aeronautical Science from Embry-Riddle Aeronautical University. He is also an Accredited Airport Executive with the American Association of Airport Executives (AAAE), as well an Airport Certified Employee in Airfield Operations and Airport Finance.

Don Wyatt (Tulsa International Airport [KTUL])

Don Wyatt is an accomplished Airfield Operations Manager with 21 years of experience in aviation operations, airfield safety, and regulatory compliance. He oversees daily airfield activities, ensuring safe, efficient, and fully compliant operations in accordance with FAA standards and local regulations.

Don holds both a Bachelor's degree and a Master's degree in Aviation Management and Operations from Oklahoma State University, providing a strong academic foundation to support his extensive practical experience in airfield and airport operations.

Throughout his career, Don has demonstrated effective leadership in coordinating airfield operations, maintenance, and emergency response activities. His hands-on approach, attention to detail, and commitment to safety have contributed to consistent operational excellence and risk mitigation across complex airfield environments.

Don is recognized for fostering teamwork, accountability, and continuous improvement, supporting both mission readiness and long-term operational success.

Mark Yerges (Delta Air Lines)

Mark Yerges is a Lead Meteorologist in the Meteorology department at Delta Air Lines, where he and his colleagues are tasked with being the primary weather provider for the airline. Some of their tasks include forecasting low- and high-level clear air turbulence, writing TAFs, monitoring volcanic activity and forecasting ash dispersion, space weather monitoring, preparing the company for weather related irregular operations, and general weather support for several divisions within Delta's global operations. Mark also is the primary focal point for turbulence related cases requiring additional analysis and documentation.

Prior to Delta, Mark provided aviation weather forecasting services to Northwest Airlines. He started his aviation weather career at Kavouras, Inc. in Minneapolis MN, which later became Meteorlogix and DTN. They were the primary weather provider for US Airways, provided services to cargo airlines such as Polar Air Cargo, and smaller connection carriers such as Air Wisconsin. Mark earned a BS in Meteorology from Iowa State University of Science and Technology in 1995.

Chris Zarzar [r] **(TruWeather Solutions)**

Dr. Chris Zarzar is Director of Weather Strategy and Innovation at TruWeather Solutions. Chris joined TruWeather Solutions after a career in academia where he researched the impacts of urban areas on local weather conditions and natural hazard risk communication. Through this research, Chris recognized that a lack of low-altitude weather observations was one of the biggest hurdles limiting advancement in local-scale weather predictions. As Director of Weather Strategy and Innovation at TruWeather, Chris builds partnerships and injects cutting-edge science into weather products to deliver state-of-the-art weather intelligence to support safe, reliable, and resilient AAM operations. He holds a Part 107 Certificate and a PhD in Earth and Atmospheric Sciences from Mississippi State University.