



2021 FPAW Spring Meeting
Speaker & Panelist Biographies

CONTENTS

Bill Bauman.....	2
Don Berchoff.....	2
Jeff Black.....	2
Chris Brinton.....	3
Greg Byus.....	3
Erin Cobbet.....	3
Walter Combs.....	3
Joe Daniele.....	4
Stephen Darr.....	4
Jim Evans.....	4
Tom Fahy.....	5
Ken Fenton.....	5
Janet Ford.....	6
Matt Fronzak.....	6
Dean Fulmer.....	7
Jordan Gerth.....	7
Gary Graeff.....	7
James Hasemann.....	8
Justin Hilliard.....	8
Le Jiang.....	8
Sai Kalyanaraman.....	9
Seth Linden.....	9
Jeff Massey.....	9
Mike Matthews.....	9
Bob Maxson.....	10
Tim Niznik.....	10
Joshua Paurus.....	10
Marilyn Pearson.....	11
Gary Pokodner.....	11
Frances Prott.....	11
Curt Rademaker.....	12
Mike Robinson.....	12
Gordon (Gordy) Rother.....	12
Tom Ryan.....	13
Matthias Steiner.....	13
Ernie Stellings.....	14
Ralph Stoffler.....	14
Bill Tuck.....	14

Bill Bauman
FAA



Dr. Bauman has thirty-nine years of experience in aerospace meteorology including twenty years as a meteorologist and Air Force officer, fourteen years in private industry managing government programs, and five years in Federal civil service.

Dr. Bauman presently manages the FAA's NextGen Aviation Weather Division with 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.

Before joining the FAA in 2017, Dr. Bauman was the programmatic lead for the National Weather Service aviation and space weather services programs serving as the Chief, Aviation and Space Weather Services Branch.

Prior to joining the National Weather Service in 2015, Dr. Bauman managed three aerospace and aviation program contracts including NASA's Applied Meteorology Unit and Space Florida's Weather Center at Kennedy Space Center and NASA's Short-term Prediction and Research Transition Center at Marshall Space Flight Center.

Education:

Ph.D., Atmospheric Science, North Carolina State University, Raleigh, NC, 1995

M.S., Atmospheric Science, North Carolina State University, Raleigh, NC, 1989

B.S., Meteorology, Lyndon State College, Lyndonville, VT, 1981

Don Berchoff
TruWeather Solutions



Don Berchoff (Col, USAF Retired) is the CEO of TruWeather Solutions, which synthesizes complex weather data sets into simple decision insight for the Unmanned Autonomous System, ground transportation and logistics industries

He has 35 years-experience in weather, aviation and logistics systems during which he designed and led regional and global aviation weather operations centers, co-authored the FAA NEXGEN Weather CONOPS and led all ground operations at Manas Air Base, Kyrgyzstan (2007-2008.)

Don also led the NWS Science and Technology Directorate (2008-2012) and was responsible for the transition of over \$500M in new S&T infrastructure and software applications into NOAA operations.

Jeff Black
FAA

Chris Brinton
Mosaic ATM

Mr. Brinton is a Senior Principal Analyst at Mosaic ATM with over 30 years of experience in the research and development of advanced concepts and automation for Air Traffic Management (ATM). He is also an instrument-rated and commercially licensed pilot. During his career, Mr. Brinton has led and performed analysis, concept development, software development, simulations, and field trials that have advanced the state of knowledge about the National Airspace System (NAS). Mr. Brinton received a Bachelor of Science and Engineering degree with Highest Honors in Mechanical and Aerospace Engineering from Princeton University and a Master of Science degree in Electrical Engineering from Stanford University.

Greg Byus
FAA

Mr. Byus is the Manager for Collaborative Decision Making and International Operations at the FAA Air Traffic Control System Command Center. His career with the FAA began as an Air Traffic Controller at Albuquerque Air Route Traffic Control Center in Albuquerque, New Mexico. In July 2012, Mr. Byus transferred to the Air Traffic Control System Command Center where he served as the Staff Manager before accepting his current position as Manager, CDM and International Operations.

Mr. Byus serves as the FAA lead for CDM; a joint FAA and Flight Operator collaboration focused on improving ATFM. The CDM group meets monthly and provides recommendations to the FAA on ATFM priorities and activities, oversees the general direction and mission of CDM and provides prioritization and tasking on possible technology improvements towards enhancing system efficiencies for the National Airspace System. Mr. Byus also serves as the Air Traffic Flow Management subject matter expert for International Operations.

Erin Cobbet
Delta Air Lines

Walter Combs
FAA

Walter Combs is the Program Manager for the FAA's Weather Camera Program. Walter has led the Weather Camera Program since 2007. Walter has been instrumental in the development of the weather camera network, its operational sustainment, and its public service to enhance pilot situational awareness, planning and decision-making. He is now working to expand the program in Alaska and extend the service to the CONUS and Hawaii. Walter continues to work to enhance the programs website services to extend safe and efficient aviation community access to their intended destinations.

Joe Daniele*Leidos*

Joe Daniele is a Senior Systems Engineer with Leidos Flight Service. He is directly engaged in operational systems support for Leidos Flight Service. Prior to joining Lockheed Martin/Leidos in 2005, Joe supported the DoD and FAA on many defense and ATC programs. Joe has 30 years of experience primarily in DoD and FAA Air Traffic Control National and International Airspace domains. Joe is a graduate of DeVry University; and an active pilot.

Stephen Darr*Dynamic Aerospace*

Mr. Darr led the development of RTCA/EUROCAE standards for ADS-B Weather, the reporting of aircraft-based meteorological data via 1090 MHz Extended Squitter ADS-B and Mode S datalinks. He currently leads efforts to implement ADS-B Weather requirements in ICAO's ADS-B standards and guidance and in Universal Access Transceiver (UAT) ADS-B standards. He develops and implements advanced aviation technologies and analytical methods supporting system safety and capacity enhancements, by planning, conducting, and directing research for the FAA, NASA, airports, and commercial clients. A commercial helicopter and airplane pilot, Mr. Darr has experience as an airplane owner-operator and as a pilot in NASA, FAA, and commercial technology trials. He was part of the NASA cohort of the ADS-B Team that won the 2007 Collier Trophy. Mr. Darr has 20+ years of military service and significant command, staff, flight, flight operations, and aircraft maintenance management experience.

Jim Evans*MIT Lincoln Laboratory*

Jim Evans is a senior staff member in the Air Traffic Control Systems group at MIT Lincoln Laboratory whose principal responsibility is for initiating and contributing to research programs in improved aviation weather decision making and operational benefits analysis.

Dr. Evans's undergraduate and graduate education was at MIT. On finishing his PhD, he joined the newly established FAA ATC program at Lincoln. His first ATC assignment was supporting the FAA and DOD in international meetings and collaborative studies of the susceptibility of various candidate Microwave Landing Systems (MLS) to propagation challenges such as multipath and shadowing. Subsequently, he led the Lincoln Laboratory programs for the FAA on major operational 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. He has over 100 publications in the areas of weather and air traffic control and received outstanding paper awards at two USA/Europe Air Traffic Management R&D Symposia. In 2019, he received the third annual Aviation & Space Operations Weather Prize from APA, NATCA, ADF, AOPA, Airlines for America, NBAA, RCC and ALPA.

Tom Fahy
Capitol Meteorologics

Tom Fahy lobbies on behalf of weather information/ weather technology and commercial weather data satellite companies. He is one of a few lobbyists that advocates on weather issues before the Congress and the Administration. Culminating a successful four-year lobbying effort is the passage of HR 353, the Weather Research and Forecasting Innovation Act of 2017 that was signed into law by President Trump in April 2017. The House Science and Senate Commerce bills contained specific references to aircraft-based weather observations from commercial weather data providers.

In 2005 the National Weather Service presented him with its “Mark Trail Award” for his intergovernmental advocacy efforts to improve emergency warning capabilities for NOAA Weather Radio and for strengthening NOAA’s ties with the broadcast industry to improve public warnings. In 2007 NOAA again recognized his efforts after he produced public service announcements about the societal benefits of Global Earth Observations (GEO). The U.S. Dept. of Justice and the National Center for Missing & Exploited Children have recognized Tom for his contributions and service for his work on the National AMBER Alert Plan.

Tom is a member of two boards for American Meteorological Society - the Board for Enterprise & Economic Development that organizes the Washington Forum; and the Board on Enterprise Communications that organizes the Summer Community Meeting. In 2017 he was named Chair of the Planning Committee for the AMS Washington Forum. In 2013 Tom served as session Co-Chair at the AMS Summer Community Meeting that examined the needs for greater weather support to the aviation community.

Ken Fenton
NOAA

Dr. Ken Fenton is a Physical Scientist at NOAA’s Global Systems Laboratory (GSL) and works in the Forecast Impact and Quality Assessment Services (FIQAS) Branch, which evaluates aviation weather forecast products for the Federal Aviation Administration (FAA) and the National Weather Service (NWS), and develops weather decision support services. His primary focus is on forecast impact and quality assessment for decision support, where he develops operationally-relevant verification techniques and performs in-depth evaluations of product quality in the context of operational impacts. Prior to joining GSL, Ken served for eight years as a weather officer in the United States Air Force. Ken earned an undergraduate degree in meteorology from the United States Air Force Academy, a master’s degree in Applied Physics from the Air Force Institute of Technology, and a Master of Business Administration (MBA) from the University of Chicago Booth School of Business.

Janet Ford
Capital Group



Ms. Ford is a consultant with the Capital Group DC and has been supporting the FAA's Flight Service Organization with the Future Flight Services Program (FFSP) for the last three years. Ms. Ford is currently a member of the FAA Stakeholder Engagement and Education Workgroups.

Ms. Ford retired as an FAA Flight Service Manager in 2005 after twenty-seven years of government service. Throughout her career Ms. Ford has been in the forefront of the Flight Service technical evolution; from training in 1979 at Atlanta Flight Service on the Aviation Weather and NOTAM System (AWANS), one of the first automated systems used in Flight Service, to opening one of the first automated facilities in Macon, Georgia (MCN AFSS), to transitioning Columbia Automated Flight Service in 2005 to Lockheed Martin Flight Service.

In 2005, Ms. Ford went on to serve as the National Training Program Manager for Lockheed Martin Flight Service in Ashburn, VA overseeing the National Technical Training Program for Flight Service and ensuring all national requirements for specialists' certifications and operational performance were met and sustained.

Ms. Ford is the CEO and Founder of Leadership with Purpose and Passion (LWPAP), LLC a Minority Women Owned Small Business (MWOSB) located in the Northern Virginia area, that specifically focuses on providing practical leadership and interpersonal skill training to supervisors and managers in today's changing work environments. LWPAP is registered in the federal System for Award Management (SAM) and certified in the Small, Women-owned, and Minority-owned Business (SWaM) certification program of the Commonwealth of Virginia.

Ms. Ford holds an MBA from Columbia College, a Lean Six Sigma Master Black Belt (LSSMBB) Certificate and, is currently a Workforce Development Instructor at Northern Virginia Community College.

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.

Dean Fulmer

CGH

Mr. Dean Fulmer works at CGH Technologies, Inc. as the Portfolio Manager for Unmanned Aircraft Systems and Commercial Space Transportation. Mr. Fulmer enjoyed a 30-year career with the FAA as an Air Traffic Controller, Traffic Flow Manager and retired in 2011 as the Acting Manager of the FAA's Air Traffic Organization (ATO) Unmanned Aircraft System (UAS) Group. Mr. Fulmer joined The MITRE Corporation in early 2012 and worked extensively on projects for UAS, Traffic Flow Management (TFM) and Commercial Space Transportation (CST) before joining CGH Technologies, Inc. in July 2020.

He held various pilot certificates and has extensive experience with flight instruction, part 135 charter operations and airport management. Mr. Fulmer has a bachelor's degree in Business Administration from Minnesota State University, Mankato, MN.

Jordan Gerth

NOAA

My primary area of interest is the development and transition of meteorological observations and research, particularly involving remote sensing, into the operational weather forecasting environment. I am currently developing NWS requirements and a mission concept for the next generation of geostationary weather satellites under the GEO-XO program. I also lead a team of government contractors conducting meteorological research, user engagement, and software development for operational users. I have previously developed atmospheric science software applications and stakeholder communications related to weather satellites.

Gary Graeff

TruWeather Solutions

Gary Graeff has an extensive background in providing operational weather support to Air Force and Army aviation assets around the world including the MQ-9 Reaper with the Air National Guard in Syracuse, NY. Gary serves as an Operations Manager for TruWeather Solutions where he works with pilots, fleet managers, and organizations such as NUAIR to learn and educate on the weather needs and solutions of the UAS industry.

James Hasemann
Capital Group



Mr. Hasemann is a consultant with the Capital Group DC and has been supporting the FAA's Flight Service Organization with the Future Flight Services Program (FFSP) for the last five years. Mr. Hasemann worked on aspects of the FFSP to include defining best practices in Customer Experience (CX), authoring portions of the FFSP Independent Government Cost Estimate (IGCE), defining best in class service center architectures, specifying risk management strategies, and most recently working on the FFSP Stakeholder Engagement Initiative.

Mr. Hasemann has thirty-two years of experience leading technology and professional services teams for enterprise and government organizations in multiple domains including aviation and telecommunications. His expertise includes a focus on systems integration, service center operations and automation, customer support, software development, technology strategy, process improvement, managed services, cloud migration, product management, SaaS operations, and Business Process Outsourcing (BPO).

Mr. Hasemann graduated from Rutgers University (BS Electrical Engineering & BA Computer Science), and from the Johns Hopkins University (MS Computer Science).

Mr. Hasemann is an active private pilot, and a volunteer pilot with Angel Flight Mid-Atlantic.

Justin Hilliard
UPS Flight Forward



Justin Hilliard, UPS Flight Forward (Chief Meteorologist, Operations Support)

With over 15 years at UPS Airlines, Justin recently joined the UPS Flight Forward team. Formerly a Flight Control Meteorologist supporting Flight Dispatchers, he now has a split role as Chief Meteorologist and Operations Support. Justin is a certified Part UAS crewmember and helped write the exemption that allowed UPSFF to be the first fully certified Part 135 cargo drone airline on September 27th, 2019.

Le Jiang
IMSG

Dr. Le Jiang started his career as an aviation weather meteorologist. He serves currently as the Chief Scientist and Vice President of I. M. Systems Group, Inc. (IMSG), overseeing the company's major federal programs with over 200 scientists, analysts, and software engineers supporting NOAA/NESDIS and NWS using environmental satellite remote sensing and numerical weather prediction models and transitioning Research to Operations (R2O) for the U.S. national and global environmental monitoring and numerical forecasting capabilities. These capabilities are serving the FAA, airlines, and airports for their operational-critical weather information needs. Dr. Jiang also led IMSG's aviation weather team, developing enterprise integrated solution for aviation weather needs supporting decision making.

Sai Kalyanaraman
Collins Aerospace

Sai Kalyanaraman supports GNSS receiver design and development alongside a range of spectrum activities and industry standardization efforts. Dr. Kalyanaraman chairs the GPS Interference and Antennas working groups within RTCA Special Committee 159 and co-chairs the Operations committee within the NDIA spectrum working group. He also represents Collins at a variety of fora including Eurocae and ICAO. His areas of interest and expertise encompass spectrum strategy, adaptive signal processing, GNSS receiver design, antennas and frequency references and nav sensor integration.

Seth Linden
NCAR

Seth Linden is a software engineer with deep knowledge and passion for atmospheric science; skilled in computer programming, system development, brainstorming and project leadership. He has been working full-time at the National Center for Atmospheric Science (NCAR) for the last 20 years, since 2001. Seth has a Master's Degree in Atmospheric Science from the University of Colorado at Boulder and a B.A. in Physics from CU Boulder. He is one of the remaining primary engineers behind RAL's highly regarded statistical forecast system called DICAST (Dynamic Integrated Forecast), which is used in many projects including all road-weather, runway weather and Maintenance Decision Support (MDSS) projects. He is currently the Primary Investigator (P.I.) for the Denver International Airport MDSS project and was also the P.I. for the Minneapolis St. Paul International Airport Runway Friction Closure Prediction System (RFCPS) project. Seth is passionate about forecasting weather and creating smart forecasting systems.

Jeff Massey
Amazon Prime Air

Mike Matthews
MIT Lincoln Laboratory

Michael Matthews is an Associate Staff member in the Air Traffic Control Systems Group at MIT Lincoln Laboratory. Michael joined the Laboratory in 1991 after receiving a B.S. degree in Meteorology from the University of Massachusetts at Lowell. He has been a contributor to many of the FAA sponsored weather programs at Lincoln over the years including the Terminal Doppler Weather Radar (TDWR), Integrated Terminal Weather System (ITWS) and the Corridor Integrated Weather System (CIWS). Most recently, Michael has been focusing on the development of decision support tools and the translation of weather products into decision aids. He has been a major contributor to the development and validation of the Convective Weather Avoidance Model (CWAM) for both the enroute and terminal Weather Avoidance Field (WAF) products.

Bob Maxson
NOAA

Dr. Robert W. Maxson, NOAA is the Director of the NOAA Aviation Weather Center located in Kansas City, Missouri, that issues critical aviation weather warnings and forecasts both domestically and globally. In 2010, the Aviation Weather Center received the Department of Commerce Silver Medal for the development and implementation of the G-AIRMET, a graphical depiction of aviation in-flight hazards. From 2005 through 2008, he was a research pilot with the National Center for Atmospheric Research (NCAR), operating C-130 and Gulfstream V aircraft in support of the weather, climate, and atmospheric research communities. A former director of the NOAA Aircraft Operations Center, Captain Maxson managed all NOAA aircraft activities and conducted hurricane surveillance missions with the NOAA G-IV aircraft. Dr. Maxson is a graduate of the Florida Institute of Technology (B.S. Physical Oceanography), the United States Naval Postgraduate School (M.S. Physical Oceanography and Meteorology), and Embry-Riddle Aeronautical University (Ph.D. Aviation with specialization in Safety and Human Factors). He is a Fellow of the Royal Aeronautical Society.

Tim Niznik
American Airlines

Tim Niznik currently serves as Director of Analytics for the Integrated Operations Center (IOC) at American Airlines where his primary responsibilities include providing advanced analytics and data science to assess operational decisions and performance and establish learning decision support systems. Previously, Tim served as Director of Operations Planning at American Airlines where his responsibilities included delivering simulation analyses, block planning forecasts, and performance analytics to the IOC, Airports, and Network Planning. Tim served as Co-Chair of the AGIFORS Operations Group from 2003-2018 and has participated on numerous FAA Collaborative Decision Making (CDM) teams. He is currently the American Airlines Technical lead for NASA's ATD-2 project which is being demonstrated at CLT and DFW. Tim holds a B.A in Mathematics from St. Olaf College, a M.Sc. in Mathematical Sciences from Clemson University and a Ph.D. in Operations Research from the Colorado School of Mines.

Joshua Paurus
MSP Airport

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

Josh has 20 years of experience in the Airside Operations department at the MSP Airport. He is a graduate of the University of North Dakota with degrees in Airport Administration and Business Management. He is an FAA licensed pilot, a Certified Emergency Manager, and an active member of various ASTM International committees with a focus on setting standards for pavement surface contaminant measurement, and aircraft friction on runways.

Marilyn Pearson
CAE



Marilyn Pearson is an ATP rated pilot in Single and Multiengine Land and Seaplanes; Commercially rated in Rotorcraft and Gliders with instructor ratings for single, multiengine, land, sea, glider, gyroplane, and instrument with over 40 years of experience as an aviation professional. Marilyn served as a corporate pilot in several jet aircraft types before taking a position as an Aviation Safety Inspector with the FAA. Marilyn worked as a Principal Operations Inspector in the Bradley Flight District Office (CT) for 15 years, providing oversight for all aspects of aviation, including parts 135 and 121 operations as well as serving as a National

Resource Inspector in several aircraft and serving as the airshow coordinator. Marilyn transitioned to a staff specialist at FAA Headquarters where she was tasked in unmanned aircraft operations, serving on several rulemaking teams as well as developing guidance and policy for part 107 operations, issuing Advisory Circulars, waivers and exemptions for new entrant operations.

Marilyn retired from the FAA recently and has taken a position with CAE as a Senior Regulatory Affairs Specialist in AAM/EVTOL and unmanned operations. She participates with National Aviation Associations developing policy for new entrant aircraft, pilot training and simulator certification groups.

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.

Frances Prott
FAA

Frances, known to her colleagues as Frankie, serves as the weather subject matter expert for the Flight Service Safety and Operations Policy Group. She joined the FAA in 2019 and since then she has been working with the ATO's Top Five PIREP Solicitation/Dissemination Corrective Action Plan Team, the Flight Service Stakeholder Communication and Engagement Team, the FAA's Weather Community of Interest, and the Weather Information Modernization and Transition Program.

Prior to transitioning to the federal service, she supported the FAA's NextGen Technology Development & Prototyping Division, Advanced Concepts Branch, where she advised the US member for the ICAO Information Management Panel, co-chaired the Four-Dimensional Trajectory Live Flight Demonstration project, and served as a team lead for the UTM Pilot Program Phase One. She also supported the FAA's NextGen Aviation Weather Division where she advised the US member for the ICAO Meteorology Panel and supported RTCA Inc. Special Committee 206, Aeronautical Information and Meteorological Data Link Services and its sub-groups. Frances also spent time as a

general aviation customer consultant for Jeppesen and several years as a Flight Service specialist and operations manager at the Washington, DC hub.

Frankie earned a master's degree in business administration from the University of Maryland and a bachelor's degree in applied meteorology from Embry-Riddle Aeronautical University.

Curt Rademaker
FAA

Manager of NAS Efficiency at the Air Traffic System Control Center 30+ years of Air Traffic Experience in the tower, TRACON and En Route environments. 11 years Traffic Management Experience.

Mike Robinson,
MITRE

Mike Robinson is the Chief Engineer for the Operations Performance Department at The MITRE Corporation's Center for Advanced Aviation System Development (CAASD). In his current role, Mike is responsible for driving innovative technical research advancements that address execution and performance needs of air traffic operations, systems, and stakeholders.

Prior to joining MITRE, Mike was the Chief Technology Officer with AvMet Applications, a Technical Staff Scientist with MIT Lincoln Laboratory, and a research analyst at the NASA Goddard Space Flight Center. He holds an M.S. degree in meteorology from Texas A&M University.

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 Branch 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.

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.

Ernie Stellings*NBAA*

Mr. Ernie Stellings joined the National Business Aviation Association in May 2004 where he serves as Senior Manager, Air Traffic Services. In his current role, he is responsible for participating in a number of industry/government workgroups that relate to air traffic policy, automation tools, Collaborative Decision Making (CDM), Nextgen, as well as overseeing NBAA Air Traffic Services at the FAA Air Traffic Control Command Center. He is the industry co-lead for the CDM Flow Evaluation Team (FET), whose team has examined airspace capacity in numerous tasks. Prior to joining NBAA, he served as the Manager of Operations for CitationShares, as well as serving in various operations roles for Part 121 air carriers. He has worked within the industry for close to thirty years and has his commercial pilot and aircraft dispatcher certificates.

Ralph Stoffler*Raytheon*

Mr. Stoffler is an operational Meteorologist with over 40 years of experience. He successfully served 30 years in the United States Air Force supporting helicopters, RPAs, UAVs, bombers, fighters, cargo and surveillance aircraft. Highlights of his career include supporting the Air Force cargo mission across the Pacific, all Air Force weather operations in Europe and Africa, and a certified training instructor for Undergraduate Pilot Training in weather. Mr. Stoffler also directly supported the United States Army with the 2nd Armored Cavalry and United States Army Europe. He spent a significant time working with NATO and coalition partners of the United States. He received an honorary award from the Czech weather service. Mr. Stoffler retired with the rank of Colonel.

Mr. Stoffler worked an additional 10 years as a civilian in the DoD joining the Senior Executive Service. He served as the Director of Weather for the Air Force overseeing 4000 personnel, 2.2 Billion dollars in budget, a training school house and a number of acquisition programs. He had the opportunity to visit the South Pole to improve aviation safety in the Antarctica region and was part of a critical Arctic evaluation team in Greenland and Northern Alaska. Mr. Stoffler retired from the DoD in 2020.

Mr. Stoffler is currently employed by Raytheon Technologies as a Senior Solutions Architect with a focus on the weather mission.

He has a BS in Meteorology from the University of Oklahoma and an MS in Systems Management from USC. Mr. Stoffler is married to the former Waltraud Frank and has two sons, Michael and Christopher.

Bill Tuck*Delta Air Lines*

Mr. Bill Tuck works for Delta Air Lines as General Manager of OCC Air Traffic Management and Business Technology. His career at Delta began as an aircraft dispatcher in 1997 and progressed into operations management and air traffic coordination. Mr. Tuck has represented Delta in many

Collaborative Decision Making (CDM) sub-teams and industry working groups, notably, GPDE, FET, PERTI, NAS Vision, SWIFT and various NE planning teams. During his tenure as a supervisor of the Delta Strategic Planning Team, he trained air traffic coordinators on all types of FAA traffic management initiatives and has been directly involved in irregular operations planning. Mr. Tuck has a bachelor's degree in Airway Science Management from Auburn University and has a total of 29 years of airline experience.