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

Spring Meeting April 16 – 17, 2019

NTSB Conference Center
L'Enfant Plaza Promenade in Washington

BIOGRAPHIES OF PRESENTERS

CONTENTS

Steve Abelman
American Airlines

Steve Abelman is the Manager of Weather Technology for American Airlines. Mr. Abelman leads the effort to integrate the latest and most relevant weather technology into American Airlines (AA) flight, dispatch, and ground operations. Mr. Abelman oversees American Airlines' Enhanced Weather Information System (EWINS) for delivery of weather information to AA operations. He leads AA's Turbulence Task Force and develops/presents weather training for dispatchers and pilots.

From 2011-2016, Mr. Abelman was the manager of the FAA's Aviation Weather Research Team including the direction of both the Aviation Weather Research Program and the Weather Technology in the Cockpit initiative. Mr. Abelman led FAA efforts to streamline research to operations processes and led multi-agency initiatives to coordinate and consolidate weather research for the FAA's Next Generation Air Transportation System.

Rex J Alexander
Five-Alpha LLC

Rex is a 40-year aviation operations and safety management veteran and is currently the president of Five-Alpha (5α) LLC, a global aeronautical consultancy specialized in helicopter and vertical flight infrastructure, safety, training, and education. He presently serves as Infrastructure Advisor to the Vertical Flight Society and Co-chair of the U.S. Helicopter Safety Teams Infrastructure Working Group. He is past president of the National EMS Pilots Associating (NEMSPA) as well as the Indiana Association of Air Medical Services (INAAMS). Rex is an alumnus of Parks College of Aviation at St. Louis University and is a former U.S. Army Warrant Officer and 'Aeroscout' Helicopter Instructor Pilot having served both on active duty and in the Indiana Army National Guard.

Stephanie Avey
National Oceanic and Atmospheric Administration (NOAA)

Stephanie Avey is a Research Meteorologist with the National Weather Service (NWS) working at the Aviation Weather Center (AWC) in Kansas City, Missouri. She currently works under the Aviation Support Branch focusing on research to operations through the Aviation Weather Testbed (AWT). She joined AWC in 2017 and is involved with several AWT projects with a focus on ceiling and visibility. She also serves as the project lead for enhancements to the Helicopter Emergency Medical Services (HEMS) Tool.

Kevin Bannwolf
Federal Aviation Administration (FAA)
No bio received

David Bieger
National Oceanic and Atmospheric Administration (NOAA)

Mr. David G. Bieger serves as the Meteorologist-in-Charge (MIC) of the National Aviation Meteorologists located at the Federal Aviation Administration's Air Traffic Control System Command Center in Warrenton, VA. Mr. Bieger leads a nationally-focused staff engaged in ongoing aviation weather impact-based decision support services and support programs for the National Airspace System. In this role Mr. Bieger ensures the provision of timely, relevant, accurate

and consistent environmental information to a wide spectrum of aviation stakeholders. Mr. Bieger previously served as the MIC of the Seattle Center Weather Service Unit.

Prior to joining the National Weather Service in 2015, Mr. Bieger served as a commissioned officer in the United States Air Force. During that time he held numerous positions such as launch weather officer, weather squadron flight commander, Numbered Air Force staff officer/contingency planner, and squadron operations officer.

Mr. Bieger holds a Master of Science in Meteorology from the Naval Postgraduate School and a Bachelor of Science in Atmospheric Science from the University of Missouri.

Bruce Carmichael
Retired

Dr. Carmichael holds a M.S. from Northwestern University in Applied Mathematics and a Ph.D. from the University of Maryland in Computer Science. He has 40 years of experience spanning a number of activities including university teaching, commercial research, government service, consulting, and academic research. His past 29 years have been involved with the aviation industry in automation of maintenance processes, air traffic control, and weather information. He has been involved in system engineering of improved FAA systems to deliver weather information to users. For the past eighteen years he has been at the National Center for Atmospheric Research, where he has acted as the Director of the Aviation Applications Program. This program is working to improve weather information for pilots, dispatchers, and controllers, particularly related to the hazards of thunderstorms, turbulence, and icing. Dr. Carmichael is also an active commercial instrument-rated pilot.

Jenny Colavito
Federal Aviation Administration (FAA)

Ms. Colavito is technical lead for ceiling and visibility (C&V) research in the FAA, Aviation Weather Division. She holds a Bachelor's of Science in Aerospace Engineering from Virginia Polytechnic Institute and State University. She has worked as an engineer and project manager for the FAA since January 2009. From 2009 – 2012 she led convective weather research and product development; from 2012 – 2015 she supported the Weather Integration into Air Traffic Management program; and from 2015 to present she has led C&V research and product development. Prior to joining the FAA, Ms. Colavito worked for the U.S. Army in the process of airworthiness certifications for military helicopters. She is a mother of three and enjoys volunteering as a Girl Scout troop leader, soccer coach, and elementary school room parent.

Stephen Darr
Dynamic Aerospace, Inc.

Mr. Darr has experience developing and implementing advanced analytical methods and aviation technology supporting system safety and capacity enhancements. He led the development of RTCA DO-339 Minimum Aviation System Performance Standards for Aeronautical Information/Meteorological Data Link Services. He presently leads the joint RTCA/EUROCAE Combined Surveillance Committee's effort to develop requirements for reporting aircraft derived meteorological data via the ADS-B and Mode S datalinks. Mr. Darr has planned, conducted, and directed research for the FAA, NASA, airports, and commercial clients in safety and systems analysis, flight and operations research, concept of operations development, investment decision-making, and strategic planning. He led the technical development and implementation of a research

investment feasibility and risk management practice for NASA's Aeronautics Research Mission Directorate, and of a future safety risk assessment methodology for the Commercial Aviation Safety Team. He has experience in the development and implementation of advanced aviation technologies, and in aircraft design, construction, and operation. He was recently involved in the development of an optionally-piloted, electrically-powered, compound helicopter. A commercial and military instrument-rated helicopter pilot with single and multiengine airplane ratings, Mr. Darr has extensive flight operations experience as an aircraft owner-operator, and as a pilot in NASA, FAA, and commercial technology flight trials. He was a member of the NASA cohort of the ADS-B Team that won the 2007 Collier Trophy. Mr. Darr retired from military service with significant command and staff experience in addition to aviation operations and maintenance management experience..

Donald Eick
National Transportation Safety Board (NTSB)

Mr. Donald Eick is a Senior Meteorologist in the Office of Aviation Safety in the Operational Factors Division (AS-30), of the National Transportation Safety Board (NTSB) where he provides technical weather analysis and documentation for accident investigations in all modes of transportation. He has over 40 years of experience in aviation weather and has been with the NTSB since 1998. During that time has been involved in hundreds of general aviation, regional, majors, and international air carrier accident investigations.

He has also been featured in several documentaries on weather related aircraft accidents. Mr. Eick was formerly with Trans World Airlines for 14 years, where he started as an instructor in flight operations teaching meteorology, regulations, and flight procedures in their Kansas City training center. He was promoted to the position of head of meteorology at TWA's Operational Control Center located at JFK International Airport in New York, where he was responsible for providing worldwide weather support to operational control and flight dispatch, and assisted in the daily operation of the airline. He received numerous awards and has been recognized for his outstanding performance and achievements in aviation weather support.

Mr. Eick has also an extensive aviation weather training background and provides instruction at the NTSB's Basic Accident Investigation Courses (BAIC) in the aviation and marine divisions, and special military programs.

Mr. Eick earned Bachelor of Science degrees from Embry-Riddle Aeronautical University in Aeronautical Studies and from Florida State University in Meteorology. He holds a private pilot, aircraft dispatcher, and weather observer certificates, and has completed his commercial and instrument ratings.

Dr. Gina Eosco
National Oceanic and Atmospheric Administration (NOAA)

Dr. Gina Eosco is a social scientist and risk communication expert with Cherokee Nation Strategic Programs supporting NOAA's Office of Weather and Air Quality as a social science program coordinator. Her focus is on prioritizing social and behavioral science (SBS) research needs within the weather community, determining ways to translate social science research into application, and learning from operational meteorologists and practitioners to understand the next research challenge. She is an active member of both the American Meteorological Society, as well as the National Weather Association. She is also the 2019 recipient of the AMS Award for Early Career Professional Achievement. Dr. Eosco earned her M.S. and PhD in weather risk communication from

Cornell University, and a B.S. in Environmental Science and Policy from the University of Maryland.

Dr. James Evans
MIT Lincoln Laboratory

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

He has 40 years of experience in aviation weather decision support development including leading the Lincoln Laboratory programs on the Terminal Doppler Weather Radar (TDWR), the Integrated Terminal Weather System (ITWS), and the Corridor Integrated Weather System (CIWS). Prior to working in the aviation weather area, he supported the FAA and DOD in international meetings and collaborative studies related to the Microwave Landing System (MLS).

He has served on the FAA R & D advisory committee (REDAC) NAS Ops subcommittee study of ATM-weather integration the NEXRAD Technical Advisory Committee (TAC) and, the CDM Flow Evaluation Team (FET).

He is currently working on weather-air traffic management (ATM) integration, weather-UAS integration, benefits driven training and, the quantification of operational benefits.

Matt Fronzak
MITRE Corporation

Matt Fronzak is the Weather Portfolio Advisor and a Principal Aviation Systems Engineer in MITRE's Center for Programs and Technology (CPT). His primary focus is on foundational ATM-Weather Integration research and analysis. He is involved in a variety of projects revolving around traffic flow management (TFM) decision-making in the face of weather constraints. Additionally, Matt coordinates weather-related activities across the MITRE Center for Advanced Aviation Systems Development (CAASD) portfolio, and contributes to a variety of CAASD projects as either a weather, aircraft dispatcher or operations control subject matter expert.

Prior to joining MITRE, Matt spent 34 years at Delta Air Lines working in a variety of operational and management roles, primarily at Delta's Operations Customer Center (OCC). He accrued extensive practical experience as both an aviation meteorologist and FAA-licensed aircraft dispatcher during this time. In between Delta and MITRE, he had a short stint with Rockwell Collins 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..

Kathryn Gilbert
National Centers for Environmental Prediction (NCEP)

Kathryn Gilbert is Deputy Director for the Ocean Prediction Center and the Weather Prediction Center at the National Centers for Environmental Prediction (NCEP) in College Park, MD, supporting the NWS mission areas of marine weather, heavy rainfall, and winter weather forecasting.

Prior to joining NCEP, she was Chief of the Statistical Modeling Branch in the Meteorological Development Laboratory of the NWS in Silver Spring, MD. She led a team of developers

responsible for the statistical post-processing of forecast guidance from numerical weather model output known as Model Output Statistics (MOS) for weather elements important to public and aviation interests. She worked on a variety of tasks to support the statistical post-processing of numerical weather prediction models. She led the first version of the National Blend of Models; designed and developed applications to collect and quality control meteorological observations such as METAR, lightning, and satellite-derived cloud products; and she developed techniques to produce probabilistic forecasts of thunderstorms. She is a recipient of the Department of Commerce Bronze Medal for providing objective weather guidance to NWS forecasters.

Kathryn grew up in Marion, Ohio. She earned a Bachelor's and a Master's degree in Geography from The Ohio State University's Atmospheric Science Program. She is a member of the American Meteorological Society and the National Weather Association. She currently resides with her family in Crofton, Maryland.

John Gordon
Airline Dispatchers Federation (ADF)

John Gordon is a Board Member of the Airline Dispatchers Federation (ADF). The ADF is the only national organization that represents the professional interests of the dispatch profession.

Mr. Gordon has 7 years experience in the dispatch profession, spanning regions in the Pacific, Asia, Caribbean and Central America. Mr. Gordon currently serves as a Dispatcher at Southwest Airlines. He has joint responsibility with the Pilot in Command in the safe operation of the flight, while evaluating weather conditions and air traffic control, as well as other challenges faced in the decision-making process.

Prior to joining the Dispatch profession, Mr. Gordon had over 7 years experience in Process operations.

Mark Hopkins
Delta Air Lines

Mark Hopkins is the Director of Delta Air Lines Air Traffic Management and CDM division. He oversees matters related to operational efficiency and performance to ensure reliability for Delta's customers is always the priority. Mr. Hopkins began his Delta career in 1978 and spent 18 years in Airport Customer Service, working in both above and below-wing disciplines. In 1996 Mr. Hopkins transitioned to Flight Control (Dispatch) as a Flight Superintendent, and has worked in various areas of increasing responsibilities throughout his career in the Operations and Customer Center. Since 2003 he has been involved in Air Traffic Management as a System Operations Manager followed by positions of increasing responsibility within Air Traffic Management, serving as a Special Assignment Supervisor, System Manager, and General Manager of Air Traffic Management for Delta.

Throughout the years, Mr. Hopkins has been a strong advocate for Delta within Air Traffic and FAA circles. His thorough working knowledge of FAA and ATM procedures is considered industry-leading and he is a valued member of many industry committees. He currently co-chairs the monthly National Customer Forum (NCF) with ATO Leadership as well as the Northeast Corridor Next Gen Implementation Work Group. Mr. Hopkins is the former chair of the A4A Air Traffic Management Council, the CDM Stakeholder Group (CSG), and was the founding Chairman of the IATA ATM Work Group. He has also participated in many other collaborative stakeholder

committees and working groups. In his current role he continues to work to maximize efficiencies across the system through collaboration and a strong focus from the aspect of the customer.

Cliff Johnson
Federal Aviation Administration (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. eVOTL). 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 a private pilot (fixed-wing) who is also pursuing instrument, commercial, and helicopter add-on ratings. In his spare time, Cliff enjoys outdoor activities (hunting, fishing, etc.), playing guitar, attending motorsports races (NASCAR, Indycar, Formula 1), and other sporting events; as he is a diehard Philadelphia sports fan (Eagles, Phillies, Flyers, Sizers).

John Kosak
National Business Aviation Association (NBAA)

John Kosak received his Private Pilot’s license in early 1991 while attending the Flight Program at Northwestern Michigan College in Traverse City Michigan where he also received his associate’s degree. Flying within the Great Lakes region is how John first gained a healthy respect for, and growing interest in aviation weather.

While John’s life veered from aviation for a short period, he used the time to acquire his Aircraft Dispatcher License in early 1999 and later that year he joined a fractional aircraft company that was growing exponentially. John worked in numerous aspects of the business including logistics, dispatch, flight planning, operations training and operations management. As one of the first FAA licensed dispatchers working at Flight Options, John became the ad hoc weather specialist. Working in the Flight Options Operations Control Center gave him an appreciation for how weather impacts everything from a single flight to the entire operation.

After seven years at Flight Options, John joined the National Business Aviation Association’s Air Traffic Services at the FAA’s Air Traffic Control System Command Center, now located in Warrenton, VA. As an Air Traffic Management Specialist working for NBAA members, John helps business and general aviation aircraft navigate the complex National Airspace System (NAS) and serves as a general aviation advocate during daily planning conference calls attended by Centers, TRACONs, Towers, and other operators throughout the NAS. In addition to daily duties at the desk, John also writes documents for the weekly NBAA Update e-newsletter and stories for the “Business Aviation Insider,” the official Member magazine of the NBAA. He facilitates presentations about weather and traffic management at the annual NBAA Business Aviation Convention & Exhibition, the Schedulers and Dispatchers and the Business Aviation Regional Forums, and in online webinars. John also assisted with the concept and implementation of a national program called File Smart, aimed at helping pilots understand the benefits of filing early, filing accurately, and checking the NAS— including weather forecasts—before flying.

While completing Penn State University's Weather Certificate course, John became the NBAA general aviation representative on the FAA's Collaborative Decision Making

Weather Evaluation Team (WET) in 2008. He began participating in the Friends and Partners of Aviation Weather (FPAW) meetings in the summer of 2010. Both of these groups work with government, industry, academic, and private sector companies to design better weather products as well as systems for delivering them to operators. John was one of the driving forces behind the NBAA implementation of a weather specific committee that will pursue the organization's members' interests while working with the FAA and the National Weather Service as well as the FPAW and WET groups.

Recently he was promoted to Program Manager, Weather, for NBAA's Air Traffic Services.
When he is not working, John can be found giving tours of the National Air and Space Museum's Steven F. Udvar-Hazy Center where he is a Docent, photographing the action at air shows throughout the eastern US, or when he is not on the ice himself, photographing his favorite sport, ice hockey

Bruce Lansberg
NTSB
No bio received

Tim Miner
Allied Pilots Association

Captain Timothy Miner is a rated Captain on the Boeing 737 for American Airlines and has served as the weather subject-matter-expert on the National Safety Committee of the Allied Pilots Association, the representing organization for the 15,000 pilots that fly for the world's largest airline, for most of the 26-years he has flown commercially. Besides serving as member of NTSB investigations, Captain Miner has participated in many industry groups for policy, research and data-link and cockpit-display development with RTCA, NASA and the FAA. Captain Miner began his dual aviation and meteorology careers as a trophy-winning pilot for the USAF. He served as the Acting Head of the Geography Program at the United States Air Force Academy where he initiated the Meteorology major at that school in 1989-90 and demonstrated the use of interactive digital education to the emerging METAR program at UCAR/NCAR. He joined American Airlines in 1990 as a pilot while continuing his military career in the USAF Reserves where he rose to become the senior reserve meteorologist as the Individual Mobilization Assistant (IMA) to the Director of Air Force Weather from 2000 to 2006. He was the National Weather Association's Member-of-the-Year in 2001 and the USAF Reservist-of-the-Year in 1997. He finished his 30-year military career as a Mobilization Assistant at the Air Warfare Center at Nellis AFB, NV. Captain Miner is the only currently serving "user" on the American Meteorological Society's Aviation, Range and Aerospace Meteorology (ARAM) Committee. He was the chair of the 2015 National ARAM Symposium. At American Airlines, he currently works as the APA representative on the airline's Turbulence Task Force in addition to flying. He is married to Dr. Cecilia Miner, a retired USAF weather officer who is now a scientist at the NOAA National Weather Service's Aviation and Space Weather Service's branch.

M. Patrick Murphy
Federal Aviation administration (FAA)

Michael Pat Murphy possesses 25 years of experience in operational forecasting and promulgating policies and requirements to meet the meteorological information needs of aviation decision-

makers. Currently he is the manager of the Policy and Requirements Branch in the Federal Aviation Administration's (FAA) NextGen Aviation Weather Division. Mr. Murphy, and the staff of the NextGen Aviation Weather Division, work collaboratively with the FAA's Air Traffic Organization, Aviation Flight

Standards Service, and Aircraft Certification Service in conducting the analyses necessary to validate user needs for aviation weather information, develop weather information requirements to meet those needs, and validate the requirements with subject matter experts and through modeling and simulation techniques. This entails assessing the needs and developing the concept of operations and roadmaps for new meteorological services in support of international air navigation, including information for space weather events, volcanic ash clouds, release of radioactive material, meteorological warnings (e.g., SIGMETs), aerodrome observations (e.g., METARs) and forecasts (e.g., TAFs), and World Area Forecast System (WAFS) en-route meteorological significant weather information (e.g., clear air turbulence severity).

Mr. Murphy possesses 20 years of direct professional experience in operational forecasting, including 10 years at the NOAA/NWS Aviation Weather Center, which is one of two ICAO-designated World Area Forecast Centers, and one of three U.S. Meteorological Watch Offices. In this capacity, Mr. Murphy routinely created and issued every type of aviation weather forecast in the U.S., with over 10 years specifically focused on the relationship between meteorological information and air traffic management, flight operations, and aerodrome operations. He is also knowledgeable about aeronautical information management, communications and navigation related to meteorological information, quality management, safety risk management, and regulatory oversight.

In addition, Mr. Murphy possesses significant experience representing the U.S. at various ICAO and World Meteorological Organization (WMO) meetings and fora. Mr. Murphy serves as the U.S. member to the ICAO Meteorology Panel (METP) and is the Rapporteur of the METP's Working Group for Meteorological Information Service Development. He is the primary U.S. expert on the ICAO METP Working Group on Meteorological Information Exchange and Working Group on Meteorological Operations. Mr. Murphy is also an advisor to the U.S. member on the ICAO Information Management Panel and the FAA lead for the implementation of the ICAO Meteorological Information Exchange Model (IWXXM). Previously, Mr. Murphy was a member of the U.S. delegation to the WMO Commission for Aeronautical Meteorology (CAeM) and a co-chair of the WMO-CAeM Expert Team on Education, Training, and Competence

Gary Pokodner
Federal Aviation Administration (FAA)

Since graduating from Lehigh University as an electrical engineer, Gary Pokodner 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. Gary is the FAA's Weather Technology in the Cockpit (WTIC) Program Manager. In this role, Gary has been working to identify new research efforts related to bringing weather information into the cockpit to address near term needs and to enable various mid and far term NextGen concepts.

Warren Qualley
Southwest Airlines

Warren Qualley is the Senior Manager Meteorology at Southwest Airlines in Dallas, TX, where he has a Team of 10 meteorologists. Prior to his work at Southwest, Warren was Senior Weather Expert in Harris Corporation's Environmental Solutions group in the Space and Intelligence

Systems Division in Washington, D.C. Warren has 40+ years of aviation meteorology experience, including 25 years with American Airlines, with the last 12 of those as Manager of Weather Services. These positions led Warren to leadership roles in numerous areas of aviation weather: chair of the International Air Transport Association's (IATA) Flight Operations Support Task Force from 1999 to 2019; co-chair of the UCAR Community Advisory Committee for NCEP (UCACN) and as its liaison to the NWS' Aviation Weather Center; chair of the American Meteorological Society's Committee on Open Environmental Information Services; member of NOAA's Science Advisory Board's Environmental Information Services Working Group; member of the FAA's Collaborative Decision Making Weather Evaluation Team; member of the NBAA Weather Sub-committee; and member of several committees of the FAA's NextGen Joint Planning and Development Office (JPDO). Warren has been an invited speaker at many national and international conferences and at university classes and community organizations. Warren was elected a Fellow of the American Meteorological Society in 2014.

Colleen Reiche
Booz Allen Hamilton
No bio received

Tom Reynolds
MIT Lincoln Laboratory
No bio received

Mike Robinson
MITRE Corporation

Mike Robinson is a Principal Engineer and Meteorologist with The MITRE Corporation. His main research areas of interest include air traffic management (ATM) – weather translation and integration, ATM task analysis and concept development, and weather and ATM process / decision support development, testing, evaluation, and benefits assessments.

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.

Jennifer Ross
Federal Aviation Administration (FAA)
No bio received

Eric Silverman
American Airlines

Eric Silverman is American Airlines' Air Traffic Operations Manager covering some of the busiest and most complex airspace in the country – the Northeast. He is currently based at one of American's nine hubs, Philadelphia International Airport (PHL), and covers New York/Boston/Northeast Region as well.

Silverman started his delve into aviation at Philadelphia International Airport working for the Division of Aviation (DOA) as an intern in its Operations unit in 1997. After graduating from The Ohio State University in 2000 with a Bachelor's degree in aviation management, Silverman was employed full time as an airport administrative trainee and had been promoted through the ranks to airport operations manager until his departure.

In 2013, Eric was the winner of Airport Business' "Top 40 under 40" award. The award highlights some of the outstanding and up-in-coming individuals in the business of aviation.
Since September 2014, Silverman has many responsibilities at America

n including; serving as a primary point of contact between the company and ATC system facilities, acting as a company liaison with all FAA Air Traffic Facilities and surrounding Airport Authorities and administering departmental efforts.

He also has been actively engaged and and is participating in the FAA Northeast Corridor (NEC) Initiative to bring increase airspace/airport efficiency to the region.

Eric is a proud certified member (CM) of the American Association of Airport Executives (AAAE) since 2013.

Matthias Steiner
National Center for Atmospheric Research (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
National Business Aviation Association (NBAA)

Ernie Stellings currently serves as Senior Manager of Air Traffic Services for the National Business Aviation Association. He has served in this role since 2004, advocating for business aviation interests among peers in the aviation community. He has been involved in Collaborative Decision Making since 2002 having served on a number of CDM workgroups including STMP-E, Future Concepts, Surface CDM, Perti CDM Team (PET), and has served as industry co-lead for the Flow Evaluation Team (FET) since 2009. His background includes operations roles in fractional jet operators, air cargo, and air carriers. He has a master degree in Aeronautical Science from Embry-Riddle Aeronautical University and an undergraduate degree in aerospace from Middle Tennessee State University. He also has his Commercial Pilot Certificate as well as his Dispatcher Certificate.

Rocky Stone
United Airlines

Captain Rocky Stone is the Chief Technical Pilot - Surveillance for United Airlines. Rocky currently flies as a Boeing 777 Captain. He has previous experience at United flying the B727, B737, B757, and B767. Prior to joining United, Rocky was an experimental test pilot in the US Air Force, with

pilot assignments in the F-15, T-38, A-7, and F-4. Rocky earned his B.S. degree in Aeronautical Engineering from the Massachusetts Institute of Technology and a M.S. in Systems Management from the University of Southern California. Rocky is the co-chair of RTCA Special Committee-186, responsible for developing technical and operational standards for Automatic Dependent Surveillance – Broadcast (ADS-B) and RTCA Special Committee-206 on Aeronautical Information Services (AIS) data link standards. Rocky has been the chair or co-chair of RTCA SC-186 since its inception in 1995. Rocky also chairs the RTCA Wake Vortex Tiger Team.

Darin Tietjen
Southwest Airlines

I have a little over two decades in the Aviation industry. Started at American Airlines in the Navigation Database at their System Operation Control as I was finishing college at the University of Texas Arlington, also did some contract Dispatch work for Korean Airlines at that time. Started flight dispatching at Atlantic Coast Airlines (United &

Delta regional carrier) and was Dispatcher, a Supervisor of Dispatch Training and an Operations Manager. Came back to the American family going to American Eagle Airlines (now called Envoy) as a Dispatcher and Equipment Coordinator & ATC coordinator. I have been at Southwest Airlines for the last 11 years, working the Air Traffic Control Specialist position for 10 of those years. I have been involved in CDM with the Flow Evaluation Team for the last 6 years where we are currently working on capacity estimation and throughput in the National Airspace System.

Daniel Vietor
National Oceanic and Atmospheric Administration (NOAA)

Daniel Vietor is a senior research meteorologist working for the Cooperative Institute for the Research of the Atmosphere (CIRA). He currently works as the lead web developer at the Aviation Weather Center (AWC) in Kansas City as part of the National Weather Service. He joined AWC in 2010 and has worked on several projects on the aviationweather.gov website including the Graphical Forecast for Aviation (GFA) and the Helicopter Emergency Medical Services (HEMS) tools.

Steve Weygandt
National Oceanic and Atmospheric Administration (NOAA)

Dr. Stephen Weygandt is the Assimilation Section Head within the Assimilation Development Branch, Global Systems Division, Earth System Research Laboratory of NOAA. In this capacity, Dr. Weygandt directs the development of data assimilation systems that provide initial conditions for the Rapid Refresh (RAP) and High-Resolution Rapid Refresh (HRRR) weather prediction models. The RAP and HRRR have run as a NOAA operational models since 2012 and 2014, respectively. These models are supported by the FAA Aviation Weather Research Program (AWRP) and Dr. Weygandt is a core participant in the AWRP Model Development & Enhancement Research Team, and actively collaborates with several other AWRP Teams. The RAP and HRRR provide short-range weather guidance to many different users and are used as input for automated products addressing weather hazards such as convection, icing, ceiling and visibility, and turbulence.

Dr. Weygandt joined NOAA in 2000 and his work has focused on improving RAP and HRRR forecast performance and working with users to best utilize automated weather guidance products. Dr. Weygandt has B.S. and M.S. degrees in meteorology from Penn State and a Ph.D. in meteorology from the University of Oklahoma.