



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

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BIOGRAPHIES OF PRESENTERS

CONTENTS

Rex Alexander	2
Stephanie Avey	2
Eric Avila	2
Don Berchoff	2
Walter Combs	3
Steve Darr	3
Matt Fronzak	3
Tom George	4
Kevin Johnston	4
John Kosak	5
Kevin Kronfeld	5
Terra Ladwig	5
Bruce Landsberg	6
Captain Ceasar Matos	6
Jack May	7
Andrew McClure	7
Marilyn G. Pearson	8
Gary Pokodner	8
Dr. Joseph Rios	8
Joel Siegel	9
Matthias Steiner	9
John Steventon	9
David Stahle	10

Rex Alexander
Vertical Flight Society

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 Weather Service (NWS)

Stephanie Avey is a Techniques Development 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.

Eric Avila
National Air Traffic Controllers Association (NATCA)

Eric Avila is the National Air Traffic Controllers Association national weather representative. In his position, he collaborates with his FAA counterparts on numerous NextGen weather programs such as NexGen Weather Processor. Working together, they are developing weather products that will aid air traffic controllers and air traffic managers in their daily operations.

Prior to his transition to this position, Eric worked at the Houston Air Route Traffic Control Center (ARTCC) as an air traffic controller for 9 years. His previous experience includes working as a meteorologist for the National Weather Service for 9 years including 5 years at Houston ARTCC. In 2011, during his time as a meteorologist at Houston ARTCC, he was awarded the NOAA Administrator's award for his work in developing a web based tactical decision aid to visually display the Terminal Aerodrome Forecast. His experience working directly with air traffic management as a meteorologist gives him a unique perspective when helping to design NextGen weather systems.

Don Berchoff
TruWeather Solutions

Don Berchoff is a co-founder and CEO of TruWeather Solutions since 2015. TruWeather synthesizes complex weather data sets into simple decision insight for the Unmanned Autonomous System (UAS), ground transportation and logistics industries. Don is an Air Force Veteran with 35 years-experience in the weather, aviation and logistics systems. He designed and led regional and global aviation weather operations centers. In 2001, his team developed an award-winning aviation weather risk management process for the Tanker Airlift Control Center at Scott AFB. Don has provided aviation weather services nearly everywhere across the globe, including as an airborne meteorologist with over 300 flight hours. Don worked on early versions of the NEXGEN Weather CONOPS with the JPDO in 2004-2005 and was Manas Air Base Commander in Kyrgyzstan, staging and directing the flow of people and cargo into the Afghan Theater of Operations from 2007-2008. A distinguished

meteorologist and technologist, he led the National Weather Service Directorate for Science and Technology from 2008-2012, overseeing the fielding of the Nation's WSR-88D dual polarization upgrade, initial planning and programming of the Integrated Dissemination Program (IDP) and GOES-R NWS system preparation, AWIPS II development, MADIS transition into operations and the concept design for the NWS Virtual Lab.

Walter Combs

Federal Aviation Administration (FAA)

Walter Combs is the Program Manager of the Federal Aviation Administration, Weather Camera Program Office. Walter joined the Weather Camera Program in 2007 as the lead system design engineer and Implementation Manager. In 2011, he was selected to take the role of Program Manager, where he has led his team in strategic planning, installation, maintenance and sustainment of 230 weather camera facilities in Alaska and the very popular weather camera website, avcams.faa.gov.

Walters's future plans for the weather camera program include the expansion of weather camera services to Hawaii and the Contiguous United States, the development of a low-cost, Validated Weather Observation System to enhance Alaska IFR and VFR flight operations, and he is working to enhance PIREP development and distribution.

Steve Darr

Dynamic Aerospace

Mr. Darr has experience developing and implementing advanced analytical methods and aviation technology supporting system safety and capacity enhancements. Within RTCA Special Committee 206, he led the development of 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 Weather Surveillance Subgroup, which is developing requirements for reporting meteorological data derived onboard aircraft 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, 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 and is currently 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, including with human-powered aircraft, as an aircraft owner-operator, and as a pilot in NASA and commercial technology 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.

Matt Fronzak

MITRE

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.

Tom George

Aircraft Owners & Pilots Association (AOPA)

Tom George serves as the Alaska Regional Manager for the Aircraft Owners and Pilots Association, working with government agencies and industry groups to promote general aviation on behalf of AOPA members in Alaska. He advocates for airports, improved weather reporting and IFR infrastructure, and other elements of the aviation system. Mr. George serves on the board of directors of the Alaskan Aviation Safety Foundation and several aviation advisory groups.

Mr. George earned a bachelor's degree in science from Oregon State University, and a masters in Geology and Land Resources from the University of Alaska Fairbanks. Prior to working for AOPA, he worked at a research institute at the University of Alaska Fairbanks specializing in the use of satellite imagery. He is a commercial, multi-engine rated pilot, holds a CFI certificate and flies a Cessna 185 used for business travel and to acquire vertical aerial photography.

Kevin Johnston

Federal Aviation Administration's (FAA)

Kevin Johnston is the Chief Meteorologist for the Director of the Federal Aviation Administration's (FAA) System Operations. As such, he advises the Director on weather related issues associated with Air Traffic Flow Management Decision Making activities. He is also the Contract Officer Representative for National Weather Service support to FAA Air Traffic Control Facilities and the FAA lead to the Collaborative Decision Making (CDM) Weather Evaluation Team (WET).

Mr Johnston moved into this position in November of 2008 after leaving the National Weather Service where he was the Aviation Services Branch Chief and NOAA Aviation Weather Program Manager from 2004-2008.

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

Mr Johnston has a Bachelor Degree in Meteorology from the Pennsylvania State University. Mr Johnston is married to the former Ms Jenny Jepson and they have three boys, William Patrick, Daniel Joseph and Thomas Michael.

John Kosak*National Business Aviation Association (NBAA)*

John Kosak, CAM
NBAA ATS Program Manager, Weather

John Kosak received his Private Pilot's license in early 1991. Flying around the Great Lakes is where John first gained both a healthy respect for and general interest in aviation weather. After acquiring his Aircraft Dispatcher License in early 1999, John joined a fractional aircraft company that was growing exponentially. While at this fractional company, John worked in numerous aspects of the business including logistics, dispatch, scheduling, flight planning, operations training and operations management.

After seven years working in Part 91 and Part 135 operations, John joined the National Business Aviation Association's Air Traffic Services (ATS) at the FAA's Air Traffic Control System Command Center (ATCSCC), located in Warrenton, VA. As an Air Traffic Management Specialist working for NBAA members, John helps business aviation aircraft navigate the complex National Airspace System (NAS) and serves as an advocate during daily planning conference calls attended by Centers, TRACONs, Towers and other operators throughout the NAS.

While completing Penn State University's Weather Certificate course, John became the NBAA business aviation representative on the FAA's Collaborative Decision-Making (CDM) Weather Evaluation Team (WET) in 2008. Later, John began participating in the Friends & Partners in Aviation Weather (FPAW) meetings in the summer of 2010. In June 2015 John became the NBAA Program Manager for Weather as well as the liaison for the brand-new Access Committee Weather Subcommittee. Recently, in his pursuit of life long learning, John passed the Certified Aviation Manager (CAM) exam, earning the CAM designation.

When he's not working, John can be found at hockey games (playing or photographing), airshows, or giving tours of the Smithsonian's National Air and Space Museum Steven F. Udvar-Hazy Center as a Docent.

Kevin Kronfeld*Collins Aerospace*

Kevin Kronfeld currently works as a research scientist in the enterprise advanced technology organization at Collins Aerospace. He has 24 years of experience in aviation engineering. His current aviation systems research includes weather avoidance and surveillance systems, as well as data analytics.

Terra Ladwig*National Oceanic and Atmospheric Administration (NOAA)*

Terra is a research meteorologist for the Cooperative Institute for Research in Environmental Sciences (CIRES) working at NOAA Earth System Research Laboratory's (ESRL) Global Systems Division (GSD) to make computer model weather forecasts better. She is a member of the Rapid Refresh (RAP) and High-Resolution Rapid Refresh (HRRR) model and data assimilation team at GSD, which develops and transitions these systems to operations. Terra focuses on assimilation of cloud and precipitation observations. She is also a developer of storm-scale ensemble data assimilation for the HRRR Ensemble (HRRRE). These model analysis and forecast systems are used by NWS forecasters, the aviation industry, and for renewable energy applications.

Bruce Landsberg*National Transportation Safety Board*

Bruce Landsberg was sworn in as Vice Chairman of the National Transportation Safety Board on August 7, 2018, to become its 43rd Member.

Before coming to the NTSB, Vice Chairman Landsberg was with the Aircraft Owners and Pilots Association from 1992 to 2014 where he served as executive director of the Air Safety Foundation until 2010, and then as president of the AOPA Foundation and Air Safety Institute until he retired in 2014. Under his leadership the organization received international recognition and numerous awards for promoting light aircraft safety. During his AOPA tenure he conducted countless safety seminars and wrote a monthly column on aviation safety for its magazine, *AOPA Pilot*.

Early in his aviation career, Vice Chairman Landsberg worked for Cessna Aircraft Company in Wichita, Kansas, where he promoted general aviation through the management of their Air Age Education Department. He also worked as an associate editor for Flying magazine before moving to Flight Safety International as their first product marketing manager. In addition to promoting the benefits of simulator training there, he developed an airline pilot transition program for first officer candidates through close collaboration with numerous regional airlines.

After graduating from college, Vice Chairman Landsberg was commissioned in the U.S. Air Force and served as a missile launch officer for the Minuteman III ICBM in North Dakota where his training in nuclear weapons provided a strong grounding in safety principles and procedures. After leaving the military, he became an active flight instructor and taught for three years while putting himself through graduate school, earning a master's degree in industrial technology from the University of Maryland.

He has served on many government committees promoting aviation safety, including assignments as industry co-chair for runway safety, the General Aviation Joint Steering Committee and NASA's Aviation Safety Reporting System. He has also served on college advisory boards and was a long-time judge for the National Air Traffic Controllers Association's Archie League Award, which recognizes ATC controllers' lifesaving efforts to pilots in distress.

Vice Chairman Landsberg owns a Beechcraft Bonanza that he flies for business and pleasure. He has more than 7,000 hours of flight experience and holds an Air Transport Pilot certificate with instructor ratings for airplane single and multi-engine land, instruments, and advanced/ instrument ground instructor certificates. He also sailed a variety of boats for more than three decades.

Vice Chairman Landsberg and his wife, Jan, make their home in Mount Pleasant, South Carolina, and keep an apartment in the Washington, D.C.

Captain Ceasar Matos*Air Line Pilots Association Int'l*

Ceasar Matos is the Director of Air Traffic Services, Air Traffic Services Group for Air Line Pilots Association Int'l (AOPA) Ceasar Matos is a Captain at Spirit Airlines. Captain Matos has previously worked at Insel Air based in Aruba and Curaçao as well as World Atlantic Airlines based in Miami, Florida.

Before devoting himself to an airline career, Captain Matos was a twenty-five-year employee at the Federal Aviation Administration where he served as an Air Traffic Control Specialist and Operations Manager at Miami TRACON and Tower.

Captain Matos served in the United States Army aviation branch, as a tactical Air Traffic Control specialist.

Captain MATOS lives with his wife Mary in Fort Lauderdale, Florida where they enjoy boating and traveling.

Jack May
AvMet Applications

Jack is a Senior Meteorologist for AvMet Applications, Inc. During the last eleven years, Jack has contributed to the FAA development of several NextGen Weather Concepts including the first NextGen Weather Operational Concept, NextGen Weather Requirements, and development of requirements for the NextGen Weather Processor and the Aviation Weather Display. Jack also led the FAA development of Research Evolution Plans for a variety of aviation weather phenomenon.

In 2007, Jack retired from a 33 year career with the National Weather Service. During the last seven years of his career he was the Director of NOAA's Aviation Weather Center. Previous assignments include: meteorologist intern at Albany, NY and Raleigh, NC; forecaster at Portland, ME and Cleveland, OH; Eastern Region manager of the Automated Forecast and Operations System (AFOS); Deputy Meteorologist-in-Charge at Cleveland, OH; Area Manager for the state of Kansas; and Deputy Director for the Central Region of the National Weather Service. During college, Jack also worked in private industry at Weather Corporation of America in St. Louis.

Jack has a Bachelor's Degree in Aeronautical Meteorology from Parks College of Aeronautical Technology of Saint Louis University; and a Master's Degree in Public Administration from Kansas University.

Jack is a native of Rome, NY and currently resides Williamson, NY near Rochester. Jack's son David recently retired as a pilot in the United States Air Force. His uncle Ed is a retired captain for United Airlines.

Andrew McClure
Federal Aviation Administration (FAA)

Andrew has been working for FAA Flight Service since 1986 at Flight Service Stations in Montana, Washington State, and more than 20 years at various stations and offices in Alaska. He is a Single-Engine land and sea, Commercial, Instrument pilot, with Flight Instructor and Advanced Ground Instructor certificates.

Andrew is a Subject Matter Expert in Pilot Weather Reports, Flight Service operations and related subject areas. He facilitates monthly PIREP Improvement Work Group teleconferences involving a wide spectrum of stakeholders and researchers.

Marilyn G. Pearson*Federal Aviation Administration (FAA)*

I've been a pilot since flying gliders as a teen, working as a CFI, flying night cargo, part 135, corporate or part 91, and part 121. I've owned several airplanes, a Skybolt aerobatic biplane, a J3 Cub on floats, and a Pegasus glider. Aviation has been an important part of my life and as an Aviation Safety Inspector with the FAA for almost 23 years, I value the opportunities that have been afforded me. I've worked as a national resource pilot in Falcon Jets, Citations, gliders, seaplanes, and gyroplanes. It's been a varied and exciting journey as an ASI. Notable honors include the Administrator's Award for EEO, and New England Federal Women's Program Manager.

For the past 6 years, I've been working at FAA Headquarters in the General Aviation and Commercial Division as a SME for UAS, a part of the rulemaking team for part 107, unmanned aircraft operations, evaluating and issuing exemption and waivers, and participating in UAS integration activities in the NAS, to include Pathfinder BVLOS and now as the icing/weather SME for UAS for AFS-800, the Commercial and GA Division tasked with developing policy, regulation, guidance. I also focus on the gaps between weather requirements and tools for manned and unmanned aviation and future policy and guidance in this area, participating with NASA and the NTSB, NWS, NOAA, NCAR, and others in UAM and UTM activities.

Aside from my professional focus, I'm an avid skier, mountain biker, and golfer. I grew up in New England, competed in gymnastics as a young person all the way through college, which may have influenced the aerobatic interest! I attended Southern Illinois University and the University of Connecticut, majoring in English. I love to travel, favorite place is Italy, great food and wine, skiing, historical cities, and diverse geography.

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.

Dr. Joseph Rios*National Aeronautics and Space Administration (NASA)*

Dr. Joseph Rios serves as the Chief Engineer for NASA's UAS Traffic Management (UTM) project. He has been with NASA since 2007 and his work generally focuses on computational and data issues related to the National Airspace System. He has worked on large-scale optimization models for traffic flow management, data exchange schemas for air traffic, and tools for general aviation pilots flying in remote locations. Joseph's dual undergraduate degree in pure mathematics and film/video theory affords him the ability to write a formal proof that Cool Hand Luke is one of the best films of all time. Teaching high school in Papua New Guinea for two years via the Peace Corps taught him (amongst other things) that his body is not built for the tropics. Following the Peace Corps, Joseph obtained his M.S. in Computer Science from Cal State Hayward, followed by a PhD in Computer Engineering from UC Santa Cruz. He feels strongly that writing about oneself in the third person is a lost art.

Joel Siegel
Booz Allen Hamilton

Joel Siegel began his career in aviation on his 10th birthday with his first flight lesson, earning his private pilot's license at the age of 17. He received his B.S. in Atmospheric Sciences from the University of North Carolina at Asheville in 2008 and his M.S. in Atmospheric Sciences at the University of North Dakota. While at UND, Joel took advantage of the dynamic weather in the Great Plains and advanced his hobby of storm chasing while continuing his flying.

Joel began his career in aviation operational weather forecasting in 2012 with Rockwell Collins (now Collins Aerospace). In 2015, when Rockwell Collins bought Aeronautical Radio, Inc., Joel relocated to Maryland, where he worked to support operations as a dispatcher and meteorologist for business and general aviation operators. He actively supported research in civil aviation weather impacts in addition to weather data collected from aircraft. During his time at ARINC, Joel became a key industry representative on one of the FAA's Collaborative Decision Making (CDM) teams; the Weather Evaluation Team. In September 2018, he joined Booz Allen Hamilton on their transportation infrastructure team where he currently works as an associate and supports the FAA office of NextGen NAS Enterprise Planning & Analysis Division and NASA's interest in weather impacts on Urban Air Mobility.

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.

John Steventon
Federal Aviation Administration (FAA)

Retired military (1987-2010)

Manned Aircraft Pilot Qualifications: UH-1H Huey (US Army), UH-60 A/L Blackhawk Maintenance Test Pilot (US Army), Hughes MD 500 (OH-6) (Civil)

Unmanned Aircraft Pilot Qualifications: MQ-1B Predator-A / MQ-1C Gray Eagle Unmanned Aircraft Systems (UAS) Standardization/Instructor Pilot (US Army), Scan Eagle UAS (FAA), MQ-9 Predator-B (SME for Modeling & Simulation studies on FAA R&D projects at the FAA Technical Center Atlantic City, NJ. 2010-2017)

FAA 2010-Present

Started with the FAA in February 2010 in the FAA's UAS Integration Office working Public Aircraft Operations for public safety organizations, 2010-2017. April 2017 – Present Aviation Safety Inspector, Future Flight Technologies and Procedures Branch, Flight Operations Group, Weather Policy, (AFS-410).

David Stahle

National Air Traffic Controllers Association (NATCA)

DAVID A. STRAHLE, MD, CFI-AI, CGI-AI

14,000+ hours of accumulated Pilot, Flight Instructor and Ground Instructor time

An avid pilot, Dr. Strahle has his commercial license, instrument rating, advanced and instrument ground instructor's license, flight and instrument instructor's license, and his ratings include multi-engine and seaplane. He has a bachelor's degree in Aerospace Technology from Kent State University, where he was director of the Air Force ROTC flight program. In 1969, he wrote a research paper describing the far-reaching benefits of transmitting ground based weather radar data to airborne aircraft. His paper won first place at the American Institute of Aeronautics and Astronautics research forum and his ideas were eventually published in *Aero* and *Pilot* magazines. His aerospace degree led to employment in the data processing division of IBM, which led to a greater interest in computers and medicine. As a radiologist performing fourth-dimensional MRI imaging, he has the unique ability to understand image cross-section analysis as it applies to weather radar images. He is an expert on weather radar interpretation and regularly consults with government, private authorities and air crash investigators. Throughout the past 48 years, Dr. Strahle has continued to privately support and nurture the datalink programs including nationwide presentations to pilots on proper inflight interpretation of datalink NEXRAD radar images.