

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

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BIOGRAPHIES OF PRESENTERS

CONTENTS

Cyndie Ableman	2
Steve Ableman	2
Paul Armbruster	2
Robert Avijan.....	2
Randy Baker	3
Phil Bassett	3
Don Berchoff	3
Bruce Carmichael.....	3
Rick Curtis	4
Ernie Dash	4
Joe Dotterer	5
Paul Fontaine	5
Matt Fronzak	5
Mark Gunzleman	6
Rich Heuwinkel	7
Mark Huberdeau	7
Kevin Johnston.....	8
Jason Levit	8
Curtis H. Marshall, Ph.D.....	8
Melissa McCaffrey.....	9
John McCarthy	9
Maura McGrath	10
Michele Merkle	11
Ray Moy	11
Victor Passetti	11
Ralph F Petraghani	12
Kevin Petty	12
Warren Qualley	12
Tim Rahmes.....	13
Mike Robinson	13
Cammye Sims	14
Guillermo Sotelo.....	14
Stewart Stepney.....	14
Roger M. Sultan	14
Jason Tuell.....	15
Barbara Walton	15

Cyndie Ableman

*National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)*

Cynthia Abelman is currently the NOAA/NWS Aviation Weather Services Branch Chief. In her current position, she leads the domestic and international aviation weather services program for NOAA/NWS. Prior to this position, she worked for NWS Aviation Service Branch and was the Meteorologist in Charge at the NWS Office at the FAA Academy in Oklahoma City, OK. Cynthia's 20+ years in the NWS includes a variety of field positions providing weather forecasts and warnings and regional program management.

Steve Ableman

Federal Aviation Administration (FAA)

Steve Abelman manages the Aviation Weather Research Team within the FAA's Aviation Weather Group. Aviation Weather Research Team sponsored activities include the Aviation Weather Research Program (AWRP) and the Weather Technology in the Cockpit (WTIC) portfolio. Steve is also coordinating efforts to improve and streamline the process for transition of weather research to operations and is leading FAA efforts on a multi-agency initiative to coordinate and consolidate weather research initiatives for NextGen.

Prior to his transition to the FAA in February of 2011, Steve was the "contents" lead for National Weather Service (NWS) efforts to populate the 4-D Weather Data Cube. Steve was the NWS lead for development of the 4-D Weather Functional Requirements for NextGen Air Traffic Management and lead outreach activities to promote NextGen within the NWS.

Steve worked for 4 years as the Manager of Aviation Training and Standards for Weathernews in Norman, Oklahoma. Steve also worked for American Airlines as a shift meteorologist and training coordinator for nearly 15 years.

Paul Armbruster

*Federal Aviation Administration (FAA)
No bio received*

Robert Avijan

Lockheed Martin

Bob Avijan is a senior member of the technical staff in the NextGen Engineering Group of Lockheed Martin Information Systems & Global Solutions - Civil organization. He serves as the NextGen Weather Integration Architect working advanced research & development programs in ATC-weather integration, ERAM and TBFM programs and developing NextGen architectures for aviation solutions. Mr. Avijan has 30 years experience spanning electronics design, avionics, controls & displays, air traffic control, networks, communication systems, systems analyses and design, and has developed C4ISR/DoDAF architectures on multiple DoD programs. Mr. Avijan is an instrument rated pilot and holds

a B.S. in Electrical Engineering from Boston University and M.S. in Electrical Engineering from Johns Hopkins University.

Randy Baker

UPS Airlines

Randy Baker is the senior meteorologist for UPS Airlines. He helped develop and implement the first automated high-frequency ascent and descent reports from commercial jet aircraft in 1994, including water vapor sensors on UPS aircraft. He has been involved in various aviation industry weather committees since 1989.

Bachelor of Science in Atmospheric Science, with honors, May 1985 University of Kansas.

Private Pilot certificate: Airplane Single Engine Land, 1988.

Member of American Meteorological Society and National Weather Association.

Phil Bassett

Federal Aviation Administration (FAA)

No bio received

Don Berchoff

Unisys Corporation

Don Berchoff recently joined Unisys as the Air Force Practice Director and VP for Advanced Weather Programs. Most recently, Don served as director of the National Weather Service Office of Science and Technology. Prior to that, he served 24 years in the U.S. Air Force retiring as a colonel. Don is an accomplished technology and innovation executive with over 27 years of senior leadership experience within the military and government. He spearheaded next-generation satellite and radar data dissemination and exploitation capabilities; fielded product and service generation production systems; built environmental services operations centers; launched cutting-edge mobile weather communication technologies; has extensive knowledge of military operations and environmental impacts on military weapon and national intelligence systems.

Bruce Carmichael

National Center for Atmospheric Research (NCAR)

Research Applications Laboratory (RAL)

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.

Rick Curtis
Southwest Airlines

Rick has been at Southwest Airlines for fifteen years and serves as Chief Meteorologist for the Southwest Airlines Operations Coordination Center. He graduated with a B.S. in Meteorology from Lyndon State College. He concentrates on strategic weather forecasting, weather information integration into operational planning, weather instruction, and weather related strategic planning efforts at Southwest Airlines.

Past experience includes Account Management and Product Development at Sonalysts Inc. of Waterford, CT, Director of Weather Services at Surface Systems Inc. (SSI) of St. Louis, MO, and various technical and marketing positions at WSI Corporation of Andover, MA. While at SSI, Rick led a team of meteorologists' focused on forecasting efforts relating to airport operations and highway maintenance activities.

Rick was a recipient of the 2011 AMS Award for Outstanding Contribution to the Advance of Applied Meteorology, and in 2005 won the Southwest Airlines President's Award. He is a member of both the American Meteorological Society and the National Weather Association.

Ernie Dash
AvMet Applications, Inc.

Ernie is an aviation meteorologist with extensive experience supporting Air Force operations and FAA weather programs. He's originally from Illinois and has a Bachelor's Degree in Engineering Administration from Millikin University in Decatur, Illinois. Compliments of the Air Force, he became a meteorologist; they sent him to Texas A&M. Later on, he got a Master's in System's Engineering from the University of Southern California.

While in the Air Force, he became a satellite meteorologist and among many assignments was the program manager for the Air Force tactical terminals for receiving direct readout of the Defense Meteorological Satellite Program. He also participated in the initial drafting of Air Force requirements for a ground Doppler weather radar system which ultimately became the Tri-Agency (DOD, DOC, and DOT) NEXRAD program. Ernie retired in 1989 as the Commander of the 5th Weather Wing at Langley Air Force Base in Hampton, Virginia; and has stayed in the area as a resident of York County, Virginia.

Ernie began providing contract support to the FAA FIS data link program initiatives in 1989. One of his initial tasks was to draft the requirements and demonstrate the operational concepts for a broadcast weather data link service. Through that task, he co-edited publication of the RTCA document DO-232, *Operations Concepts for Data Link*

Applications of Flight Information Services, March 14, 1996. More recently, he has been actively involved in developing NextGen weather support concepts including leading a team that drafted the JPDO NextGen Weather Concept of Operations, V1.0, May 13, 2006 and providing major contributions to the RTCA document DO-324, *Safety and Performance Requirements for Aeronautical Information Services and Meteorological Data link Services*, December 8, 2010.

Ernie continues today as an AvMet consultant supporting the FAA Common Support Services-Weather (NNEW) program.

Joe Dotterer

Federal Aviation Administration (FAA)

Manager, System Operations Technical Training

Joe Dotterer serves as Manager, System Operations Technical Training at the Air Traffic Control System Command Center (ATCSCC) with 36 years in various positions of increasing responsibility within the FAA. His experience includes a certified professional controller at Dulles airport and Washington National tower, training staff specialist, first line supervisor, Quality Assurance specialist, National Traffic Management Specialist (NTMS) and National Traffic Management Officer (NTMO).

Today as the ATCSCC Training Manager, Mr. Dotterer leads a highly collaborative team providing local and national training on complex technical programs and initiatives for traffic flow management. Under his leadership, ATO System Operations exclusively provides technical training electronically via (e-LMS) and delivers a National Traffic Management course which is highly recognized throughout the agency. Other activities include the involvement with numerous teams and committees such as Collaborative Decision Making (CDM), ATO Training group and the airport arrival rate (AAR) workgroup.

Dotterer attended the University of Maryland upon entering the US Navy. His service includes Air Traffic Controller at Guantanamo Bay, Cuba & Patuxent River Naval Air Station, Md.

Paul Fontaine

Federal Aviation Administration (FAA)

No bio received

Matt Fronzak

MITRE/CAASD

Matt Fronzak is a Lead Multi-Discipline Systems Engineer in the MITRE Center for Advanced Aviation System Development (CAASD). His primary focus is on foundational ATM-Weather Integration research and analysis. He also is involved in a variety of projects revolving around traffic flow management (TFM), including the extended planning process and the use of gridded thunderstorm forecasts to produce automated TFM guidance.

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 Control Center (OCC). He also 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, and he is an experienced FAA-licensed aircraft dispatcher.

Mark Gunzleman

*Federal Aviation Administration (FAA)
AvMet Applications, Inc.*

Mark Gunzleman – Senior System Analyst

Mr. Mark J. Gunzleman is a member of the AMS, and a Senior System Analyst for the Aviation Meteorological Applications, Inc. since 2008, supporting the FAA to upgrade and improve the air industry of the future known as the Next Generation Air Transportation System. His support involves mitigating the atmospheric and space weather (SWx) hazards and their impacts on aviation operations. His current effort is focused on SWx impacts on transcontinental flights, especially over the polar region effecting communication, navigation and elevated radiation level exposure. He has recently drafted the first-ever Concept of Operations document for the International Civil Aviation Organization (ICAO) encapsulating a set of requirements. The goal is for this document to serve as a roadmap to globally harmonize space weather information for products and services in a single standard.

From 2006-2008, Mr. Mark J. Gunzleman was a Senior Staff Scientist for the Science and Technology Corporation at the office of the Federal Coordinator for Meteorological Services and Research (OFCM). He was the Executive Secretary for the National Space Weather Program Council and the Committee for Space Weather.

Commander Gunzleman retired from the U.S. Navy in 2006 with over 26 years of military service, including several ship tours. He has substantial staff/project-level and technical management experience that included over six years in the specialized space weather arena. His breathe of the military expertise involved meteorology, oceanography, geospatial information and services, and precise time, time interval and astrometry programs during his Navy career. His tour of duty as the Deputy Superintendent of the U.S. Naval Observatory Facility in Washington, DC was manage over 50 Hydrogen and Cesium clocks as the nation's official time keeper. Precision time is maintained at less than one-billionth of a second (time it takes light to travel one foot) which is crucial for precision inter-continental military operations, US space program, and commerce transactions to included Wall Street. His duties included managing these clocks through the uncertainties of the Y2K scarce. He frequently engaged in direct coordination with the staff and residence of the Vice President of the United States onboard the Federal confines.

His education includes a Bachelor of Science degree in Meteorology from the Florida State University and a Master Degree in Meteorology and Physical Oceanography from the Naval Postgraduate School.

Rich Heuwinkel*Federal Aviation Administration (FAA)*

Rick Heuwinkel is the Acting Manager of the Aviation Weather Division in the Federal Aviation Administration's (FAA) NextGen Office. In this role, he manages the four branches within the Aviation Weather Division that are collectively responsible for planning and developing the weather capabilities necessary to support implementation of the Next Generation Air Transportation System (NextGen). This includes overseeing the FAA's Aviation Weather Research Program (AWRP), the Weather Technology in the Cockpit (WTIC) program, Reduce Weather Impact program, and NextGen Surveillance and Weather Radar Capability (NSWRC) program, as well as developing aviation weather policy and harmonizing NextGen weather standards with the International Civil Aviation Organization (ICAO) and the Single European Sky ATM Research (SESAR) Joint Undertaking.

In this current position, Mr. Heuwinkel facilitates cross-agency collaboration to eliminate redundancies in aviation weather projects, supports the integration of weather information into decision support tools, and focuses aviation weather research initiatives to meet NextGen requirements and operational improvements. He works cooperatively with other FAA lines of business, including the Air Traffic Organization and Aviation Safety, the National Weather Service, and various other government agencies to achieve NextGen goals.

Mr. Heuwinkel has spent the past 23 years with the FAA working on aviation weather programs. Prior to joining the FAA, he spent 10 years in policy and program planning at the National Oceanic and Atmospheric Administration (NOAA). Mr. Heuwinkel received a Masters degree in Political Science and Economics from Iowa State University and an MBA from Stanford University. He served in the U.S. Army and holds a private pilot's certificate with an instrument rating.

Mark Huberdeau*MITRE Corporation*

Mark Huberdeau is an Outcome Lead at MITRE's Center for Advanced Aviation System Development (CAASD). In this capacity he works closely with CAASD's FAA sponsors in ensuring improved system performance and operations both near-term and into the future. Prior to this role he was Program Manager for the NAS System Operations group. He has consulted in airline operations for the FAA and international clients, facilitated RNAV route development, and led the operational use of the Collaborative Routing and Coordination Tool (CRCT) as part of the FAA's Spring-2000 initiatives. Before joining MITRE, Mr. Huberdeau was employed by a major U.S. airline and held a variety of positions including manager of weather services, Airline Operational Control (AOC) duty officer, manager of international air traffic and airfield operations, dispatcher, flight crew training instructor, maintenance instructor, and mechanic. He holds the following FAA certificates and ratings; aircraft dispatcher, flight instructor, commercial pilot (single, multiengine airplane), ground instructor, and mechanic. Additionally, Mr. Huberdeau holds a M.S. in Systems Engineering from Johns Hopkins University.

Kevin Johnston*Federal Aviation Administration (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. Mr. Johnston is the Contract Officer Technical Representative for the Center Weather Service Unit Operation that provides weather information at each of the FAA's twenty-one Air Route Traffic Control Centers and is also the FAA lead for the Collaborative Decision Making Weather Evaluation Team with the Aviation Industry. 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.

Jason Levit*National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)*

Jason Levit is the Research and Development Coordinator for the NOAA NextGen Program at National Weather Service Headquarters in Silver Spring, MD. Prior to his current position, Jason worked as a development meteorologist at the NOAA Storm Prediction Center and the NOAA Aviation Weather Center, and as a research scientist at the Center for Analysis and Prediction of Storms. Jason received his B.S. in Meteorology and M.S. in Meteorology from the University of Oklahoma in 1996 and 1998, respectively. His main interests include high resolution numerical weather prediction, atmospheric convection, high performance computing, and research and development management.

Curtis H. Marshall, Ph.D.*National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)*

Curtis H. Marshall is a meteorologist with the National Weather Service's Office of Science and Technology in Silver Spring, MD. In his current position, he manages the Network of Networks/National Mesonet Program, and the Collaborative Science, Technology, and Applied Research (CSTAR) Program. Prior to joining NWS, Curtis was a staff scientist at the National Academy of Science's Board on Atmospheric Sciences and Climate. He has held positions as a Research Meteorologist at NCEP'S Environmental Modeling Center, where his work focused on the coupling of land-surface and planetary boundary layer physics in NCEP's operational Models. As a student, he held various positions within the National Weather Center in Norman, OK. Curtis holds B.S. (1995) and M.S. (1998)

degrees in Meteorology from the University of Oklahoma and a Ph.D. (2004) in Atmospheric Sciences from Colorado State University.

Melissa McCaffrey

Aircraft Owners and Pilots Association (AOPA)

Melissa McCaffrey works in the Government Affairs department at Aircraft Owners and Pilots Association (AOPA) as a Senior Government Analyst, Air Traffic. McCaffrey is responsible for assisting in the development of policies related to airspace, air traffic procedures and related regulations. She also manages policies related to aeronautical charting, aviation weather services, aeronautical information services and represents AOPA before membership, industry and government agencies. McCaffrey is a graduate of Embry Riddle Aeronautical University with a B.S. in Air Traffic Management, she has held a Private Pilot license since 2002 and is currently attaining an instrument rating.

John McCarthy

Aviation Weather Associates, Inc.

Dr. John McCarthy is the President of Aviation Weather Associates, Inc., of Palm Desert, CA. Currently, he and his firm are under contract to the FAA Aviation Weather division to explore aviation weather training in operational units of the FAA. Previously, AWA completed an independent review of the Aviation Weather Office, Aviation Weather Research Program (AWRP). Prior to this, he was the Chief Scientist of the Weather Integrated Product Team of the Next Generation Air Transportation System (NextGen).

Previously, he was Manager for Scientific and Technical Program Development at the Naval Research Laboratory in Monterey (NRL), CA, from October 1997 until October 2002. Additionally, Dr. McCarthy served as Research Professor of Meteorology at the Naval Postgraduate School in Monterey, 2001-2002. During his tenure at NRL, Dr. McCarthy developed programs in improving ceiling and visibility forecasting, Flight Operations Risk Assessment System (FORAS), and a broad program effort to improve short-term weather information to the Navy battle group, entitled "NOWCAST for the Next Generation Navy."

Dr. McCarthy was the founding Director of the Research Applications Program (RAP)¹ at NCAR, from 1981-1994. As Director of RAP, he directed research associated with aviation weather hazards including NCAR activities associated with the Federal Aviation Administration (FAA) Aviation Weather Development Program, the FAA Terminal Doppler Weather Radar Program, and a national icing/winter storm research program. Previously, he directed NCAR activities associated with the Low-Level Windshear Alert System (LLWAS) project, which addressed the technical development of sensing systems to detect and warn of low-altitude wind shear, the Joint Airport Weather Studies (JAWS), and the Classify, Locate and Avoid Wind Shear (CLAWS) project at NCAR. Much of his NCAR work directed the prototype development of the FAA Terminal Doppler Weather Radar. Additionally, Dr. McCarthy was the principal meteorologist associated with the development

¹ Now Research Applications Laboratory.

of the FAA Wind Shear Training Aid for use with commercial airlines. Dr. McCarthy was at NCAR from 1979-1997.

Prior to Dr. McCarthy's NCAR tenure, he was an Assistant Professor of Meteorology at the University of Oklahoma, Norman, starting in 1973. In 1976 he was promoted to Associate Professor with tenure. Simultaneously to his OU appointments, he was an Associate Scientist with the NOAA National Severe Storms Laboratory in Norman.

Dr. McCarthy a founding member of the Federal Aviation Administration Research, Engineering, and Development Advisory Committee, and previously on the National Aeronautics and Space Administration Aviation Safety Program Executive Council. He is a member of the Flight Safety Foundation ICARUS Committee.

Dr. McCarthy's Awards:

- Flight Safety Foundation Admiral Luis de Florez Flight Safety Award for outstanding contribution to aviation safety, 1992
- Co-recipient of the Aerospace Laurels Award presented by Aviation Week and Space Technology, 1989
- Losey Atmospheric Sciences Award of the American Institute of Aeronautics and Astronautics (AIAA), 1987
Edgar S. Gorrell Award of the Air Transport Association for efforts in aviation safety, 1987
- The Boeing Commercial Airplane Group President's Award for Contributions to Aviation Safety, 1997
- 2002 Special Award from the FAA, in recognition of his efforts supporting the FAA Aviation Weather Research Program.
- In January 2000, Dr. McCarthy was named a Fellow of the American Meteorological Society.

Following degrees in Physics (Grinnell College, 1964) and Meteorology (University of Oklahoma, 1973), Dr. McCarthy received his Ph.D. in Geophysical Sciences from the University of Chicago (1973). He is a private pilot holding single-engine land, glider, and instrument ratings. Additionally, he has been an official member of the crew as an observer on more than 250 commercial jet transport flights.

Maura McGrath

Federal Aviation Administration (FAA)

After serving 3 years in the military, Maura joined the FAA in 1978 as an electronic technician at the New York Common Instrument Flight Rules Room (NYCIFRR), predecessor to the New York TRACON. She then worked at the New York TRACON from 1980 through 1988.

In 1988, Maura moved to Washington, DC where she was a system specialist at the Central Flow Control Facility. Maura then spent several years as a full time union representative.

In 1995, she returned to FAA headquarters as a program analyst supporting the non-

Federal Program. The following year, she was selected as the National non- Federal Program Manager, her current position.

Michele Merkle

Federal Aviation Administration (FAA)

Ms. Michele Merkle is currently the Acting Director of NAS Systems Engineering Services. She is responsible for the NAS Enterprise Architecture as well as NAS level requirements, safety and security. In her previous position as the Manager, Advanced Operational Concepts within NextGen, Ms. Merkle was responsible for management of the NAS Enterprise Architecture Service Roadmap and the associated NAS Operational Concept. She directed the development, assessment, and refinement of NAS concepts to ensure feasibility and viability within the NAS. She led a team of engineers, computer scientists, researchers and air traffic controllers who executed research through the use of engineering analysis, fast-time modeling and simulations, human-in-the-loop simulations and demonstrations to validate operational concepts.

Michele has spent over 20 years providing human factors and systems engineering expertise in the development and evaluation of air traffic management systems. She has worked on major FAA acquisition programs, such as the Advanced Technologies and Oceanic Procedures System (ATOP), and the En Route Voice Switching and Control System (VSCS), and also worked on the development of future operational concepts such as the JPDO's Operational Concept for NextGen and the NextGen Mid-Term Concept of Operations for the National Airspace System. Michele has a Master's degree in Industrial Engineering & Operations Research from Virginia Tech.

Ray Moy

Federal Aviation Administration (FAA)

No bio received

Victor Passetti

Federal Aviation Administration (FAA)

Mr. Passetti is the FAA Aviation Weather Division's Rightsizing the Sensor Network Project Lead. He is a Senior Research Meteorologist with the Weather Engineering and Evaluation Branch at the William J. Hughes Technical Center. His current responsibility involves the exploration of concepts for a NextGen-ready surface observing capability in the terminal airspace. For the past 15 years Mr. Passetti has also supported numerous aviation weather research and development, operational testing, acquisition, and operational support efforts and has held leadership positions with the Weather and Radar Processor (WARP) Program and the Aviation Weather Research Program's Advanced Weather Radar Techniques Product Development Team. Prior to joining the FAA Mr. Passetti was a Meteorologist with the National Weather Service and served at NWS Weather Forecast Offices in Flagstaff, AZ and Cleveland, Ohio. Mr. Passetti earned a Bachelor of Science degree in Meteorology with a minor in Geography from the Pennsylvania State University and is a certified Project Management Professional (PMP).

Ralph F Petragnani
Belfort Instrument Company

Vice President, Sales & Marketing for Belfort Instrument Company a 135 year old Baltimore based manufacturer of Meteorological sensors and Meteorological systems including an FAA certified Automated Weather Observation System (AWOS).

Ralph has spent his entire career (47 years) in the aviation industry beginning as a licensed A & P mechanic. Ralph worked for Aerospatiale (now Eurocopter) for some 20 years before moving into the aviation weather industry in 1990 working for several AWOS manufacturers before landing at Belfort.

Ralph has an MBA from Kennedy-Western University and is a member of the HAI, NBAA, and the AMS.

Kevin Petty
Vaisala

Kevin Petty is the Head of Technology Research and the Head of U.S. Products and Technology for Vaisala Inc., a company that delivers weather-based products and solutions to meet a wide range of needs in the meteorological, transportation, energy, and defense industries. He is responsible for helping to define Vaisala's research and development strategy, setting technology research priorities, leading a team of scientists and engineers, and supporting global product development efforts. He is a recognized expert in the field of transportation weather. He has held previous positions as a Project Scientist and Scientific Program Manager with the National Center for Atmospheric Research. He has also served as an accident investigator for the National Transportation Safety Board. Kevin earned his M.S. and Ph.D. in Atmospheric Science from Ohio State University and a B.S. in Mathematics/Secondary Education from Illinois College.

Warren Qualley
Harris Corporation

Warren Qualley works as the Senior Weather Expert for Harris Corporation's Mission Critical Networks group. He has 30+ years of aviation meteorology experience, having worked the majority of his career in the American Airlines System Operations Control department. His role as Manager of Weather Services at AA has led Qualley to his current leadership roles in numerous areas of aviation weather: chair of the International Air Transport Association's (IATA) Meteorological Task Force since 1999; liaison to the Aviation Weather Center on the UCAR Community Advisory Committee for NCEP (UCACN); member of the FAA's Collaborative Decision Making Weather Evaluation Team; member of the JPDO's Weather Team; member of NOAA's Science Advisory Board's Environmental Information Services Working Group; and member of the Steering Committee of the AMS' Commission on the Weather and Climate Enterprise. Qualley has served on numerous other industry, government and academic groups and has been an invited speaker at many national and international conferences and at numerous college

classes and community organizations. Qualley lives and works in the Washington, D.C., area.

Tim Rahmes
Boeing

Tim Rahmes is a member of Flight Sciences Engineering at Boeing Commercial Airplanes located in Everett, WA. He is currently the Principal investigator for Boeing's trajectory optimization, uplink and downlink weather applications being brought to 737-800 and 787 flight test programs. He is a co-chair of RTCA data link weather and aeronautical information subgroups.

He has previously worked on a weather, avionics, datalink, air traffic management, and vehicle health management applications at Honeywell Aerospace, leading uplinked graphical weather efforts for EFB and integrated avionics displays. He has also worked at Harris Corporation on weather, NOTAM, and flight planning systems for the FAA. Prior to that, he was a mission commander for US Navy E-6A and EC-130 aircraft platforms.

He has modeled aircraft wake evolution and emissions development, atmospheric chemical transport, and radiative transfer. He has a BS in Aeronautical Engineering from Rensselaer Polytechnic Institute, an MS in Atmospheric Science from University of Illinois at Urbana-Champaign, and an MBA from the University of Washington.

Mike Robinson
AvMet Applications, Inc.

Mike Robinson is the Chief Technology Officer at AvMet Applications, Inc. His main research areas of interest include weather-air traffic management (ATM) translation and integration, weather-ATM functional task analysis, problem identification, and concept development, weather-ATM decision support evaluation, metrics, and benefits assessments, and operational user training.

Over the past 10 years, Mike has been the project lead on 12 separate weather-ATM field evaluation campaigns and has spent over 500 hours in air traffic facilities observing and evaluating the operational decision-making environment during significant weather impact events.

Prior to joining AvMet, Mike worked as a staff scientist with MIT Lincoln Laboratory as well as a research analyst at the NASA Goddard Space Flight Center. Mike has a Master's Degree in Meteorology from Texas A&M University.

Cammye Sims

*National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)*

Born and raised in Arlington, Texas.

Cammye Sims graduated from the University of Oklahoma with a Meteorology degree in May of 2002. She started her career with the National Weather Service as an Intern at WFO Duluth, MN in July of 2002. In March of 2004, she moved to WFO Sacramento, CA as a General Forecaster. A year later in November of 2005, Cammye moved to a General Forecaster position at the Weather Forecast Office in Austin/ San Antonio, TX. In March of 2009, Cammye joined the Aviation Services Branch at NWSH in Silver Spring, MD. As part of the ASB team, Cammye works for the Office of Climate, Water, and Weather Services (OCWWS). Over the past year, in addition to her work as the focal point for domestic aviation services, Cammye has also been working as the backup NOAA liaison at FEMA Headquarters in Washington, DC, where she supported FEMA operations during Hurricane Irene.

Guillermo Sotelo

*Federal Aviation Administration (FAA)
No bio received*

Stewart Stepney

Federal Aviation Administration (FAA)

Stewart Stepney is a Systems Engineer with experience in all aspects of full lifecycle concept, system, and service definition and development. As a Federal Aviation Administration employee, Mr. Stepney began his career working in the technical operations organization as a second level systems engineer (7 years) responsible for the in-house development, and field maintenance & support of the initial operational ADS-B system (CCCS). For the past 3 years, Mr. Stepney has been working for the Requirements and Service Analysis branch of the FAA's NextGen Aviation Weather Division. Before becoming a part of the FAA, Mr. Stepney developed communications systems and products for 10 years, including mobile phones and switches for Ericsson and cellular Base Stations for BAE Systems. Mr. Stepney graduated from Monmouth University with a B.S. in Electronic Engineering.

Roger M. Sultan

Federal Aviation Administration (FAA)

Roger M. Sultan is a FAA Aviation Safety Inspector / Operations in AFS-430, Future Technologies Branch. Mr. Sultan works at FAA HQ in Washington, DC. FAA responsibilities include NextGen Aviation Weather Policy and Wake Turbulence Policy

Mr. Sultan holds a degree in Aeronautical Science from Embry-Riddle Aeronautical University. Prior to joining the FAA, Mr. Sultan was a pilot at United Airlines flying the B-

727, B-737, and A320. Mr. Sultan also previously flew DC-9s at TWA as well as Jetstream 32s and Jetstream 41s at Trans States Airlines. Mr. Sultan's previous general aviation experience includes flying Cessna Citation IIs in Part 135 Operations as well as flight instructing for several years.

Jason Tuell

*National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)*

Jason Tuell is currently the Chief, Meteorological Services Division in the Office of Climate, Water and Weather Services in the National Weather Service. His Division is responsible for the Policy and Requirements for Aviation, Public and Fire Weather, Marine and Coastal Services and Tsunami Forecasts and the National Weather Service Operations Center.

Dr. Tuell has held many other positions in the National Weather Service. He joined National Oceanic and Atmospheric Administration's (NOAA) National Weather Service (NWS) in 2002 as Chief of the Development Branch. During his tenure, he oversaw the development of many product improvement projects including the Advanced Weather Interactive Processing System (AWIPS), Next Generation Weather Radar (NEXRAD) and Automated Surface Observing System (ASOS) Programs. Dr. Tuell also led the planning and management of AWIPS Tech Infusion project. Prior to his current position, he was Chief of Science Plans Branch in the Office of Science and Technology in was responsible for the science and technology planning for the National Weather Service. Dr Tuell also served as the Weather Information Database (WIDB, also known as the 4-D Cube) Program Manager for NOAA's contribution to the Next Generation Air Transportation System.

Dr. Tuell holds a Bachelor of Science in Physics from Worcester Polytechnic Institute and a Doctor of Philosophy in Atmospheric Science from Georgia Institute of Technology.

Barbara Walton

Walton Consulting Services

Barbara Walton retired from the Federal Aviation Administration (FAA) in 2009 after more than 23 years as an Air Traffic Controller. During her FAA career she worked in a broad spectrum of terminal facilities on both coasts -- small and large towers, non-radar, limited radar, and radar approach control (TRACON) facilities. These airports handled military, general aviation, and air carrier operations. She qualified at each of her facilities as an on-the-job training instructor (OJTI). She participated in challenging collateral duties including temporary tower assignments for firefighting, air races, and Sun-n-Fun fly-ins. She also provided multi-year service at various times as a safety representative, legislative representative, and pilot liaison. She was honored numerous times with awards for service and aircraft saves throughout her career.

From 2000-2001, she served as one of three Traffic Management Coordinators (TMC) for Daytona Beach TRACON. She then accepted assignment as a Subject Matter Expert (SME) for the National Workgroup for Runway Incursion Prevention: Training, where she helped re-write and transition to a computer-based instruction format the national Local

(tower) Controller training course from 2001-2002. Subsequently, she re-located full time to FAA Headquarters as the NATCA National Liaison for Weather, participating in the development, installation, implementation and sustainment of over 40 weather products, focus groups (including previous FPAW meetings), and related requirements work from 2002-2004.

After federal retirement, Ms. Walton began work as an independent consultant for several companies as an SME, specializing in ATC training and weather systems. Her controller retirement was, however, interrupted by a job offer, and she returned to active duty as a controller and OJTI for Air Services Pacific and Serco-na at the Federal Contract Tower (FCT) in Kona, HI from 2009 to 2011. She returned to Florida in September for family reasons, where she continues her consultancy service.

Ms. Walton received her BA in Technical Theater/Physics from Creighton University in 1981. She earned 1 ½ years towards her Master of Aeronautical Science from Embry Riddle Aeronautical University during 1994-1996. She earned her Private Pilot (SEL) license in 1988 and her SCUBA air card in 2009, leaving only outer space as an unfulfilled dream.