

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

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BIOGRAPHIES OF PRESENTERS

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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 Division. 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) NextGen activities. 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.

Edward Bolen

National Business Aviation Association (NBAA)

Ed Bolen became the president and CEO of the National Business Aviation Association (NBAA) in Washington, DC, on Sept. 7, 2004.

Prior to joining NBAA, Bolen was president and CEO of the General Aviation Manufacturers Association (GAMA) for eight years. Bolen joined GAMA in 1995 as senior vice president and general counsel. GAMA's board of directors elected him president and CEO in November 1996.

In 2001, Bolen was nominated by President Bush to serve as a member of the Commission on the Future of the U.S. Aerospace Industry. Established by Congress, the commission's objectives were to study and make recommendations on ways to ensure American leadership in aerospace in the 21st century.

Bolen was nominated by President Clinton and confirmed by the U.S. Senate to serve as a member of the Management Advisory Council (MAC) to the Federal Aviation Administration (FAA). He chaired the council from 2000 to 2004.

Bolen is the incoming chairman of RTCA, Inc., a not-for-profit corporation that functions as a Federal Advisory Committee to the FAA on matters related to communications, surveillance, navigation and air traffic management. He previously served as RTCA's vice chairman. He also serves on the Aviation Advisory Board of the Mitre Corporation, a federally funded research and development corporation.

Prior to his association career, Bolen was majority general counsel to the Senate Committee on Labor and Human Resources. He also served as legislative director for U.S. Senator Nancy Kassebaum (R-KS) and was a key player in the passage of the General Aviation Revitalization Act of 1994.

Bolen received his Bachelor of Arts in economics from the University of Kansas. He is a graduate of the Tulane University School of Law and holds a Master of Laws degree from Georgetown University Law Center.

Bolen, a recreational pilot, is also a competitive tennis player and former captain of the University of Kansas varsity tennis team.

Steve Bradford

Federal Aviation Administration (FAA)

Steve Bradford is the Chief Scientist for Architecture and NextGen Development in the FAA's NextGen Office. He has been a major contributor to the development of the Joint Planning and Development Office's (JPDO) NextGen Concept, the RTCA NAS Operational Concept and the ICAO ATMCP Global Concept. He is the Chairman of the Technical Review Board which monitors technical decisions related investments and the Enterprise Architecture. He also works with elements of the FAA to develop midterm plans and five year budget requests to implement NextGen. He has a leading role in several activities with SESAR Joint Undertaking, and has led several co-operative international efforts with EUROCONTROL. Previous activities include leading efforts to validate future concepts and developing the FAA's NAS Enterprise Architecture.

Steven Brown

National Business Aviation Association (NBAA)

Steven Brown, chief operating officer for the National Business Aviation Association (NBAA), oversees all of the Association's activities relating to aircraft operations and flight department management issues, as well as the administrative, financial and human resources functions.

Prior to joining NBAA on October 4, 2004, Brown served as a top official with the Federal Aviation Administration (FAA) as vice president of operations planning. Brown also has previously served as associate administrator for air traffic services, managing the 35,000 air traffic controllers, maintenance and software technicians, flight inspection pilots and

administrative personnel who are responsible for the day-to-day operation of the nation's airspace systems.

Before joining the FAA in 1998, Brown was president of the National Aeronautic Association and has served as senior vice president of government and technical affairs at the Aircraft Owners and Pilots Association. He also has taught a number of aviation-related courses at Texas A&M University where he was a member of the faculty; has worked for the Texas Aeronautics Commission; and has been employed as an air taxi pilot and full-time flight instructor.

Brown is a graduate of the executive management programs at the Pennsylvania State University and the University of Virginia and is a qualified aviation accident investigator certified by the University of Southern California. He holds a bachelor's degree in business management and a master's degree in industrial education.

Greg Burke

Federal Aviation Administration (FAA)

Gregory Burke joined the Federal Aviation Administration (FAA) in July 1992. Mr. Burke has held the position of Communications Team Leader within the System Engineering organization. Mr. Burke has also served as the U.S. Panel Member to the Aeronautical Mobile Communications Panel of the International Civil Aviation Organization. Mr. Burke assumed the responsibility as manager, NAS Architecture in 1996, and was responsible for the publication of NAS Architecture Version 4.0 and Blueprint for NAS Modernization documents. Mr. Burke comes to the FAA by way of the National Weather Service. Mr. Burke has spent time in private industry as a manager with AT&T. Mr. Burke is a graduate from Virginia Commonwealth University and George Washington University where he obtained Bachelor of Science degrees in physics and electrical engineering respectively. Mr. Burke has served as Deputy Director, System Architecture and Investment Analysis and Director, Air Traffic Systems Development. As Director, Air Traffic Systems development, Mr. Burke oversaw the En Route Integrated Product Team (IPT), Aviation Weather and Flight Service System IPT, Oceanic & Offshore IPT and Traffic Flow & Enterprise Management IPT.

Within the Air Traffic Organization, Mr. Burke has served as the Director of Planning, En Route & Oceanic Service Unit. In this capacity, Mr. Burke was accountable for the developing the operations transition plans, facility impact activity assessments, integrated concept of operations, strategic plans, research & development strategy, human capital plans, performance metrics/analysis and engineering transition tables in support of NextGen.

In December 2010, Mr. Burke was named Vice President, En Route and Oceanic Services. Mr. Burke is responsible for the delivery of air traffic services thru 23 facilities; establishing and maintaining air traffic policies, standards and procedures; deployment of the Automatic Dependent Surveillance Broadcast and En Route Automation Modernization systems; overseeing the air traffic control of more than 24.6 million square miles of airspace over the ocean; conducting upgrades to existing physical plants; aligning planning efforts to support NextGen; implementation of major metroplex airspace projects; the conduct of

safety and quality control reviews, audits, assessments, data analysis and trends; an annual operating budget in excess of \$1.7 Billion; and managing the Safety Management System across the service unit.

Before rejoining the En Route & Oceanic Services as VP, Mr. Burke was placed on special assignment to stand up a new Program Management Organization within the FAA.

With the combining of En Route & Oceanic Services with Terminal Services to form the Air Traffic Services, Mr. Burke took on the position Of Director, Concept, Validation & Requirements within the Mission Support Services organization.

Brian Campos

Federal Aviation Administration (FAA)

FAA time 29 years all in operations

ZOB- Cleveland Center: Controller, Traffic management coordinator, Supervisor.

DCC- Traffic management coordinator, Facility Representative

ZDC- First line supervisor

DCC- Traffic management Specialist, First line supervisor, returned to Traffic Management Specialist

Severe Weather Lead instructor 2007-Present, Playbook and Swap strategies representative. Severed on CDM workgroup and other operational workgroups 2001-present.

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.

Donald Eick*National Transportation Safety Board (NTSB)*

Mr. Eick is a Senior Meteorologist in the Office of Aviation Safety in the Operational Factors Division (AS-30), where he provides technical weather analysis and documentation for accident investigations in all modes of transportation. He has over 37 years of experience in aviation weather, and has been with the National Transportation Safety Board (NTSB) since 1998 and during that time has been involved in hundreds of regional, majors, and international accident investigations. Some of the major investigations Included: the Colgan Air flight 3407, DHC-8 accident near Buffalo, NY, in February 2009; Continental Airlines flight 1713, B737 accident in Denver, CO, in December 2008; Southwest Airlines flight 1248, B737 accident in Chicago Midway, IL, in December 2005; U.S. Air National Guard C-23 accident in Unadilla, GA in March 2001; American Airlines flight 1420, MD-82, in Little Rock, AR, in June 1999. Before coming to the Safety Board Mr. Eick was formally with Trans World Airlines where he was an instructor and head of meteorology supporting operational control and flight dispatch, and assisted in the daily operation of the airline. Mr. Eick has an extensive training background and provides instruction at the NTSB's Basic Accident Investigation Courses in the aviation and marine divisions, and has taught other specialized training programs previously at several air carriers, corporate flight departments, military air wings, and developed and taught a 75 hour course for aircraft dispatchers in meteorology at Flight Safety International and Pan Am Training Institutes. Mr. Eick earned a Bachelor of Science degree from Embry-Riddle Aeronautical University in Aeronautical Studies and from Florida State University in Meteorology, where he also was on staff in their weather departments. He also holds a private pilot, aircraft dispatcher, and weather observer certificates.

Eldridge Frazier*Federal Aviation Administration (FAA)*

Aviation Weather Division Weather Technology in the Cockpit Program

Mr. Eldridge Frazier is currently the Lead Engineer for Weather Technology in the Cockpit (WTIC) Program. He has been with FAA for 5 years, and prior to FAA he was the Chief Engineer for the NASA Glenn Research Center Weather Accident Prevention (WxAP) Project.

He has over 25 years' experience in Department of Defense (DOD) and commercial aircraft systems program, project, and logistics management. His experience includes nine years hands-on avionics integration, aircraft modifications, aircraft power systems, compliance requirements, and FAA Supplemental Type Certificate (STC) documentation generation and coordination.

Mr. Frazier earned a Bachelor's Degree in Electrical Engineering from Auburn University, Auburn, AL, and a Master's of Arts in Biblical Studies, New Testament from Ashland Theological Seminary Ashland, OH.

Additionally, Mr. Frazier is the designated federal official for RTCA Special Committee 206, Aeronautical Information Services (AIS) and Meteorological Data Link Services. He is a certified Project Management Professional. He is a graduate of the USAF

Communications-Electronics Engineer Program. He has attended a number of the University of Kansas Aerospace, Boeing, and MITRE Aviation Institute series of short courses. The courses include the Design and Development of the More Electric Aircraft, Fundamental Avionics, Reliability and 1309 Design Analysis for Aircraft Systems, Aeronautical Communications, Aeronautical Navigation, and RTC DO-178B/EUROCAE Software Considerations in Airborne Systems and Equipment Certification.

Paul Freeman

Exelis

Paul Freeman has worked for 6 years at Exelis in Herndon VA, where he is responsible for Systems Engineering of the FAA Surveillance & Broadcast Services System (SBSS). His particular duties include the engineering & further development of the Flight Information Services Broadcast (FIS-B) system, which provides weather & aeronautical information uplinked to aircraft as a component of SBSS. He has a degree in Aerospace Engineering, and is also an active private pilot.

Matt Fronzak

MITRE (CAASD)

Matt Fronzak is the Weather Portfolio Advisor and a Lead Aviation Systems Engineer in MITRE's 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 Customer Center (OCC). 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, and he is an experienced aviation meteorologist and FAA-licensed aircraft dispatcher.

Laura Furgione

National Oceanic and Atmospheric Administration (NOAA)

National Weather Service (NWS)

Ms. Laura K. Furgione is the National Oceanic and Atmospheric Administration (NOAA) Deputy Assistant Administrator for Weather Services and the Deputy Director of the National Weather Service (NWS).

She has served as the NWS Deputy since July 2010. In this role, she is responsible for the day-to-day civilian weather operations for the United States, its territories, adjacent waters and ocean areas.

Furgione was designated to serve as Permanent Representative of the United States of America to the World Meteorological Organization (WMO) in March 2013. In this role, she is charged by the Department of State to maintain the United States formal representation to the WMO. Through the WMO's 191 Member States and Territories, she enables international cooperation and leadership essential for the development of weather, climate, hydrology, and related geophysical sciences. This contributes to the protection of life and property against natural disasters, safeguards the environment, and enhances the economic and social well-being of all sectors of society in areas such as food security, water resources and transport.

Previously, she served as Assistant Administrator for the NOAA Office of Program Planning and Integration. In this role, she was responsible for corporate management to coordinate the many lines of service of the \$5 billion agency dedicated to understanding and predicting changes in the Earth's environment and conserving and managing coastal and marine resources. She was responsible for annual planning as well as long term strategic planning, performance evaluation, program integration through matrix management, and policy integration including compliance with the National Environmental Policy Act.

From October 2004 to August 2008, Furgione served as Director of NOAA's NWS Alaska Region. As Regional Director, Furgione was responsible for all operational and scientific climatological, meteorological, hydrological, volcanic ash and tsunami warning programs for the state of Alaska and its surrounding waters.

Other positions Furgione has held within the NWS include meteorological intern at the Kodiak, Alaska, Weather Service Office; intern at the Fairbanks, Alaska, Weather Forecast Office (WFO); aviation meteorologist at the Alaska Aviation Weather Unit; warning coordination meteorologist at WFO Morehead City, North Carolina; Meteorologist-in-Charge of WFO Juneau, Alaska; and Alaska Deputy Regional Director.

Furgione holds a Bachelor of Science Degree in Atmospheric Science from the University of Missouri-Columbia and a Master of Public Administration Degree from the University of Alaska-Southeast. She was the proud recipient of two NOAA Administrator's Awards in 2011 – one for NOAA's Arctic Vision and Strategy and another for developing NOAA's Strategy Execution and Evaluation system. Furgione is also a certified open water diver and a ham radio operator – KL0XG.

Mike Glasgow
Lockheed Martin

Mike Glasgow is a Lockheed Martin Fellow and is the chief architect for Lockheed Martin's Aviation Services business area which includes Flight Services. Mike has 32 years of experience primarily in the Air Traffic Control and Flight Services application domains. He is a graduate of the University of Tennessee.

Edward Hahn
AvMet Applications, Inc.

Mr. Edward Hahn has recently joined AvMet Applications as Chief Strategy Officer. With over 20 years in the Airline and Air Traffic Management (ATM) industry, he has a very broad range of experience dealing with many aspects of Communication, Navigation, and Surveillance as well as the Airport, Terminal, En Route, and Traffic Flow Management domains of Air Traffic Management.

Prior to joining AvMet, Ed was a technical advisor to the FAA NAS Lifecycle Planning Division, specifically in assisting with the analysis, planning, and prioritization of the FAA NextGen Portfolios for Improved Surface Operations, Improved Multiple Runway Operations, and Improved Approaches and Low Visibility Operations.

Ed has worked on various aspects of airport surface and terminal operations, both domestically and internationally. Recent projects included the analysis of benefits of Wake Turbulence Mitigation for Departures, system engineering in support of future Terminal Flight Data Manager Development, and the preliminary design of taxi procedures at the Dubai International Airport to accommodate dual arrival streams.

In previous experience at the MITRE Corporation, he had served as an Associate Department Head for Terminal and Traffic Flow Management Engineering and Evolution, was Principal Investigator for internal research into NextGen Super Density Operations, was internal coordinator for projects involving improvements in Controller Productivity, and was Outcome Manager for MITRE projects in FAA Safety and Terminal Engineering. Ed also held positions as Associate Department Head for En Route Air Traffic Management, Project Team Manager for Automatic Dependent Surveillance – Broadcast (ADS-B), and was Project Leader for MITRE's Civil Aviation work in the Republic of Egypt.

Ed began his career as an Avionics Engineer with American Airlines and Trans World Airlines, and was lead engineer for Wind Shear Warning, Air Data, Attitude/Direction, Ground Proximity Warning Systems, and Engine Instrumentation on B727, B747, B767, DC-9/MD-80, DC-10, & L-1011 fleets. He holds SB and SM degrees in Aeronautics and Astronautics from the Massachusetts Institute of Technology.

Cheri Haynes
XCELAR

Cheri Haynes is a Director at XCELAR. She is responsible for the successful development of a XCELAR's Advanced Qualification Program (AQP) consulting services, a full service mentoring, development, and implementations program for training at commercial and cargo service airlines. Mrs. Haynes supported the Weather Technology in the Cockpit (WTIC) Concept of Operations (CONOPS) development for the FAA, which resulted in a comprehensive concept of operations for the next generation of weather technologies in the cockpit, from commercial service to general aviation.

Cheri Haynes has been involved in aviation technology management for over 20 years. In addition to her experience with the above-mentioned programs, Mrs. Haynes has been an industry leader in private public partnerships in aviation technology, State weather networks, and technology transfer of critical research in aviation weather and safety. Through her company, CLH, Inc., she delivered State sponsored AWOS networks to over 15 states, providing installation, maintenance, and NADIN communication services to 500+ AWOS across the US. CLH and Cheri Haynes worked with the National Center for Atmospheric Research in bringing weather supported deicing products to airports and commercial aviation through an NCAR technology transfer initiative.

Jens Hennig

General Aviation Manufacturers Association (GAMA)

Jens Hennig is responsible for GAMA's activities for safety, security and operations.

He is the Association's primary staff person on ATC modernization and issues affecting manufacturer flight operations.

Jens' engagement in policy and rulemaking committees covers a range of areas including ADS-B, air traffic management, landing and takeoff performance, operational suitability, single engine airplane operations, and rulemaking cost analysis. He also managed the work of the Part 135 / 125 regulatory review and chaired the FAA's airman training and testing standards ARC.

In Europe, Jens has provided policy guidance through the JAA OST and EASA's SSCC Flight Standards Subcommittee since its formation – specifically focusing on the agency's extension of scope.

Jens works to promote the FAA's General Aviation Joint Steering Committee as an essential body to advance GA safety based on a data driven and systematic processes. He also provides technical analysis to GAMA's legislative team for advocacy on Capitol Hill as it relates to ATC modernization and funding. Hennig is actively involved with advancing data collection about the general aviation industry and frequently gives presentations on the state of general aviation.

Jens joined GAMA as the manager of operations in 2003 and has advanced to vice president of operations. Prior to GAMA, he served as the manager of flight operations for contract training at Embry Riddle Aeronautical University. Originally from Örnsköldsvik, Sweden, he holds a Master of Business Administration in Aviation and a Bachelor of Science with honors in Aerospace Engineering from Embry Riddle Aeronautical University.

John Huhn

MITRE/CAASD

John Huhn is a Senior System Development Engineer within MITRE's Center for Advanced Aviation System Development (CAASD). Among his various research tasks, John is a valuable member of the National Airspace System (NAS) tactical operations division. His

extensive knowledge of meteorology and air traffic flow management affords him a unique perspective from the operational floor of the Federal Aviation Administration's (FAA) Air Traffic Control System Command Center (ATCSCC).

In addition to NAS analysis work, John is at the forefront of CAASD's research, exploring the integration of weather forecasting models into decision support tools for the Next Generation of Traffic Flow Management.

John holds a Bachelor of Science in Meteorology from Kean University and a Master of Aeronautical Science from Embry-Riddle Aeronautical University.

Michael Huerta

Federal Aviation Administration (FAA)

Michael P. Huerta is the Administrator of the Federal Aviation Administration. He was sworn-in to office on January 7, 2013 for a five year term.

Huerta is responsible for the safety and efficiency of the largest aerospace system in the world. He oversees a \$15.9 billion dollar budget, over 47,000 employees and is focused on ensuring the agency and its employees are the best prepared and trained professionals to meet the growing demands and requirements of the industry. Huerta also oversees the FAA's multi-billion dollar NextGen air traffic control modernization program as the United States shifts from ground-based radar to state-of-the-art satellite technology.

Huerta was confirmed by the U.S. Senate as the FAA's Deputy Administrator on June 23, 2010. On January 1, 2013 the United States Senate unanimously confirmed President Obama's nomination of Huerta for a 5-year term as FAA Administrator.

Huerta is an experienced transportation official who has held key positions across the country. His reputation for managing complex transportation challenges led him to the international stage when Huerta was tapped as a Managing Director of the 2002 Olympic Winter Games. The Olympics drew 2,400 athletes from 78 countries to Salt Lake City. Huerta was critical in the planning and construction of a variety of Olympic transportation facilities, as well as the development of a highly successful travel demand management system that insured the transportation system operated safely and efficiently.

Before joining the FAA, Huerta held senior positions at Affiliated Computer Services from 2002-2009 rising to the position of President of the Transportation Solutions Group; ACS is now a Xerox company specializing in business processes and information technology.

Huerta was commissioner of New York City's Department of Ports, International Trade and Commerce from 1986-89. He then served as the Executive Director of the Port of San Francisco from 1989-1993. From 1993-98, he held senior positions in the U.S. Transportation Department in Washington, D.C., serving under Secretary Federico Pena and Secretary Rodney E. Slater.

He holds a bachelor's degree in political science from the University of California-Riverside and a master's in public affairs, with a concentration in international relations from the Woodrow Wilson School of Public and International Affairs at Princeton University.

Ian Johnson

Federal Aviation Administration (FAA)

Ian M. Johnson is an Engineering Psychologist with the Federal Aviation Administration (FAA) Weather Research Branch of the Aviation Weather Division. He currently serves as the Human Factors Lead on the NextGen Weather Technology in the Cockpit (WTIC) program. He has over 15 years' experience in Human Factors Engineering/System Safety of various cockpit display systems and user interfaces. Experience ranges from lead Human Factors Engineer, technical contributor, Staff Human Factors Engineer of Presidential Helicopter program to Project Manager Aviation Analyst Human Factors Specialist. He is a contributing member of RTCA 206 and SAE G-10 weather information systems group. Ian holds a Bachelor of Science degree in Human Factors Psychology, a Masters of Aeronautical Science in Human Factors in Aviation Systems and a Masters of Aeronautical Science in Aviation/Aerospace Safety Systems from Embry Riddle Aeronautical University. Ian is also a Ph.D. student and holds a Private Pilot Certificate for Single and Multi-Engine Airplane.

Dr. Alexander Klein (Sasha)

Federal Aviation Administration (FAA)

Dr. Alexander Klein – Senior Vice-President, R&D

Dr. Alexander (Sasha) Klein has over 25 years of experience in advanced visualization, simulation, decision support, and air traffic analysis systems development. He was the principal designer of TAAM, a sophisticated fast-time gate-to-gate air traffic simulation model that became a de-facto world standard in its field.

In 2006, as a result of transitioning successful academic research activities to commercial environment, Dr. Klein started his own business, Air Traffic Analysis, Inc. The company's activities included the development of sophisticated methodologies and models supporting government programs in the areas of NAS performance analysis, weather impacts on the NAS, simulation, and NextGen benefit analysis. Among them is Weather Impact Traffic Index (WITI), now a standard NAS performance metric. In the last several years, Dr. Klein developed a new superfast-time NAS/ATM simulation model, Dynamic Airspace Routing Tool (DART), which today is at the leading edge of research in the aviation community.

Over the years, Dr. Klein has worked closely with AvMet on a range of NAS and weather analysis studies and methodologies.

In October 2013 the two companies merged and Dr. Klein became a member of AvMet's executive team.

Dr. Klein earned his B.S. and received his PhD in Theoretical Mechanics from Moscow State University, Russia.

Kim Klockow

*AMS/UCAR Congressional Science Fellow
American Association for the Advancement of Science*

Kim Klockow is the 2013-2014 AMS/UCAR AAAS Congressional Science Fellow. She works in the office of Senator Jeff Merkley, and focuses on several issue areas: natural hazards mitigation and financing, water infrastructure, control and cleanup of environmental pollution, offshore oil & gas drilling, and fisheries management.

Prior to her fellowship year, Kim earned her doctorate in Hazards Geography from the University of Oklahoma. Her research projects infused social science research into physical science programs and agencies, informing public policy for weather hazards and climate change. This fall, Kim will begin a post doc at the NOAA Office of Oceanic and Atmospheric Research, where she will conduct research and help NOAA develop a strategy for the sustained integration of social science into meteorological operations

Kevin Kronfeld

Rockwell Collins

Kevin Kronfeld is a Principal Systems Engineer at Rockwell Collins. He has 19 years of experience in the Avionics industry focused on flight deck technologies, including design and development of Airborne Radar Surveillance Systems. In addition to airborne radar he has experience in Datalink Communications, Navigation, and airline operations support. He has participated in domestic and international programs related to aviation, interacting with industry, aviation authorities, and universities in North America and Europe.

Most recently he led the development of weather threat assessment algorithms for the award winning Multiscan Threat Track Radar System. He is currently developing technologies for weather threat avoidance on the flight deck and for ground dispatch operations.

Tom Lloyd

JetBlue Airways

Tom Lloyd is Manager, Meteorology & Route Optimization at JetBlue Airways. Tom oversees weather services and policy at JetBlue in addition to managing the Air Traffic Control Coordinator team. Prior to joining JetBlue in 2007, Tom was a Dispatcher and Dispatch/SOC Manager in the regional airline industry for 7 years. Tom studied Meteorology at St. Cloud State University.

John D. Murphy

*National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)
Office of Science and Technology (OST)*

John D. Murphy is the Director of the NWS Office of Science and Technology (OST). Mr. Murphy has overall responsibility for science and technology infusion into the NWS including science and engineering planning, acquisition and refresh of critical technologies, and development of scientific techniques.

He joined NWS in 2011 as Chief, OST Programs and Plans Division. There he managed the execution of program management and development of programs while accessing state-of-the-art science and technology options.

Mr. Murphy came to the NWS after serving more than 29 years with the United States Air Force as a career meteorologist. He topped off his military weather career while serving as Commander of the Air Force Weather Agency where he managed more than 1,400 agency personnel located at 18 geographically-separated units worldwide. Just prior to joining NWS, Mr. Murphy served as the Deputy Foreign Policy Advisor to United States Strategic Command (USSTRATCOM). He was the primary interlocutor between the command, the U.S. State Department, and foreign governments on issues related to deterrence, space, and cyberspace.

Mr. Murphy has held management and senior level executive positions at all echelons of the U.S. Air Force weather community. He served as Acting U.S. Air Force Director of Weather and was responsible for the entire career field prior to deploying to Southwest Asia where he served as the Combined Air and Space Operations Center Chief of Staff. He has a proven record of success developing and executing advanced programs, and in bringing new science to operations. He earned acquisition certifications in Program Management and Information Technologies while serving as Program Manager for the \$90 million Cloud Depiction and Forecasting System II program.

Mr. Murphy received a Master of Science degree in meteorology from the Pennsylvania State University and a Master of Strategic Studies degree from the U.S. Army War College. He graduated from Lyndon State College in Vermont with bachelor's degrees in meteorology and mathematics, and an Associate's degree in physics.

Mr. Murphy and his wife Susan are natives of New Jersey; they have two adult children

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.

Colleen Reiche

AvMet Applications, Inc.

Dr. Colleen Reiche is a Senior Scientist at AvMet Applications, Inc. Her primary research areas include weather forecast performance evaluation and application to air traffic management (ATM), weather-ATM applied task analysis, concept development, and impact assessment, and weather-ATM decision support evaluation and benefits assessments. Colleen has observed and evaluated over 80 hours of operational decision-making and planning in air traffic facilities during significant convective weather events.

Prior to joining AvMet, Colleen worked as an associate technical staff scientist at MIT Lincoln Laboratory. Colleen received a Ph.D. in Meteorology from Purdue University.

Tom Reynolds

MIT Lincoln Laboratory

Tom Reynolds is Assistant Group Leader of the Air Traffic Control Systems Group at MIT Lincoln Laboratory. His interests span air transportation systems engineering areas, with particular focus on enabling NextGen technologies and procedures, and strategies for reducing environmental impacts of aviation. He has a Ph.D. in Aerospace Systems from the Massachusetts Institute of Technology.

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, and weather-ATM decision support evaluation, metrics, and benefits assessments.

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. He has been the technical lead for evaluating the operational utility and/or user benefits for more than 10 separate aviation decision support capabilities.

Prior to joining AvMet, Mike worked as a technical 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.

Cory Stephens*Federal Aviation Association (FAA)*

Corey Stephens is an Operations Research Analyst with the Federal Aviation Administration (FAA)'s Office of Accident Investigation and Prevention (AVP). Prior to joining the FAA, Corey was a senior staff engineer with the Accident Investigation Section of the Air Line Pilots Association's (ALPA) Engineering and Air Safety Department. During his 11 years with ALPA, he participated in several air carrier accident investigations and has assisted the International Federation of Air Line Pilots Associations with technical expertise on international accidents. He also served as an FAA and industry representative to the Commercial Aviation Safety Team (CAST) – Joint Implementation Monitoring Data Analysis Team (JIMDAT). Corey also works on the Aviation Safety Information Analysis and Sharing programs (ASIAS), serves as government co-chair on the GA Joint Steering Committee (JSC) Safety Analysis Team (SAT) and is the CAST international representative to Russia and the Commonwealth of Independent States (CIS).

Corey has taught in ALPA's Basic Accident and Advance Accident investigation courses and has been involved in ISASI for several years. He also served several years as the co-chair for the CAST/ICAO Common Taxonomy Team, was co-chair for the CAST Wrong Runway Departure Working Group and served on many CAST analysis and implementation teams in addition to the GA JSC Loss of Control working groups.

Corey earned his B.S. in Aviation and M.S. in Aviation Safety from the University of Central Missouri and an M.S. in Space Studies from the University of North Dakota. He is also a private pilot and volunteers with the Civil Air Patrol. Corey and his wife Stacy live in Martinsburg, WV, near KMRB.

Roger Sultan*Federal Aviation Association (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 ADS-B 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.

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

Clinton Wallace, a veteran of the National Oceanic and Atmospheric Administration's (NOAA) Aviation Weather Center (AWC) in Kansas City since 1999, became the AWC

Deputy Director in 2010. The AWC, one of the National Weather Service's nine National Centers for Environmental Prediction, delivers consistent, timely and accurate weather information for the world airspace system. Mr. Wallace has held several positions during his time at the AWC and has a great deal of experience in aviation weather research and development. He served as a Techniques Development Meteorologist prior to joining the AWC management team in 2002. Prior to his service at the AWC, Mr. Wallace was a meteorologist at the Joint Agricultural Weather Facility in Washington, D.C. and scientist at the National Severe Storms Laboratory in Norman, OK.

Matthew Tucker

National Air Traffic Controller's Association (NATCA)

Matt joined the US Army in June 1983, where he served as an Air Traffic Controller. In 1987 he entered the FAA at Baton Rouge ATCT as an Air Traffic Assistant and then as an Air Traffic Controller in November 1989. In March 2000 Matt became the NATCA Weather Liaison working in Washington DC. While working as the Weather Liaison he worked on all FAA weather programs as well as serving on the CAST JSAT for Turbulence and the JSIT/JSAT for remaining Risks. In February 2003 Matt transferred to Jacksonville ARTCC, In August 2012 Matt Transferred to Atlanta ARTCC, The world's busiest air traffic control facility where he currently works as an Air Traffic Controller. Matt is also currently the NATCA Weather Representative, serving on Nexgen Weather Processor (NWP) and the CDM Weather Evaluation Team.

Honorable Earl F. Weener

National Transportation Safety Board (NTSB)

Honorable Earl F. Weener, Ph.D. took the oath of office as the 41st Member of the National Transportation Safety Board on June 30th, 2010. He was nominated by President Obama and confirmed by the Senate for a term that expires December 31, 2015.

Member Weener has an accomplished career in aviation as an engineering executive, safety advocate, industry safety spokesperson, engineer and pilot. He has given numerous presentations on aviation safety in airline operations, as well as corporate, business and general aviation safety. Most recently, he was a Foundation Fellow for the Flight Safety Foundation, where he led international industry teams to develop means to reduce accidents through coordinated industry programs in areas such as ground operations and runway excursions.

Prior to his appointment to the Board, Member Weener enjoyed a twenty four year career with the Boeing Company. During his time with Boeing he held a series of Chief Engineer positions, including the Airworthiness, Reliability and Maintainability, and Safety organization, the System Engineering organization, and Safety Technology Development. He also served four years in Washington, D.C., as Boeing's Manager of Engineering and Technical Government Affairs. As well, Member Weener was integrally involved in the initial development of the Boeing two-crew 747 flight deck concept and the development of the 757/767 flight decks, the initial advanced technology commercial transport glass cockpit.

Aside from his professional career in aviation, Member Weener is an experienced commercial licensed general aviation flight instructor and charter pilot, in addition to owning a Beechcraft Bonanza and remaining an active general aviation pilot.

Member Weener also has extensive marine experience. He obtained his U.S. Coast Guard Master's License in 2000. In addition to navigating the waterways of the Pacific Northwest, he spent four years cruising both the inland waterways and coastline of the U.S., living aboard a specially built steel hull trawler. His travels included the East Coast Intracoastal Waterway, the Great Lakes, the waterways from Chicago to Mobile, Alabama, the West Coast, as well as the inside passage to Alaska.

Member Weener earned all three of his academic degrees in Aerospace Engineering from the University of Michigan - his bachelor's degree summa cum laude, master's degree and doctorate.

Among his awards is a 1994 Laurels Award from Aviation Week and Space Technology, and in 2005 he was awarded the Honeywell Bendix Trophy for Aviation Safety. He has served on the Flight Safety Foundation Board of Governors and on the Foundation's Icarus Committee, and International Advisory Committee. He was also a director of the Northwest Bonanza Society.

Member Weener and his wife, Linda, currently reside in Northern Virginia.

Everette C. Whitfield
Federal Aviation Administration (FAA)

Everette C. Whitfield is a member of the Federal Aviation Administration (FAA). Assigned to the NextGen Aviation Weather Division (AWD), he is the Manager of the New Weather Concept Development Branch. As branch manager, he leads the Reduced Weather Impact - Weather Forecast Improvements (RWI-WFI) program which addresses improved weather prediction and use of weather information in NextGen. He also supervises RWI-WFI initiatives to automate objective constraints on the NAS for incorporation of these limitations into collaborative and dynamic decision-making. In addition, Everette oversees efforts to: identify weather phenomena impact on core airports; distinguish and analyze opportunities to mitigate avoidable weather delays; explore measures to provide air traffic managers post event weather review capability and; align weather needs with planned NextGen operational improvements.

Additionally, Everette directs the division's Safety Risk Management (SRM) Program. As SRM Manager, he ensures proposed NAS changes (initiated within AWD's area of responsibility) are thoroughly evaluated for safety threats. Correspondingly, he ensures newly identified threats are properly mitigated and approved prior to insertion of the capability and/or procedure into the air transportation system.

Dr. Seth Young

The Ohio State University's Center for Aviation Studies.

Seth Young, Ph.D., A.A.E., CFI, is the Director of The Ohio State University's Center for Aviation Studies. Dr. Young is on the faculty of the OSU College of Engineering as the John McConnell Chair of Aviation and Associate Professor in the Department of Civil, Environmental, and Geodetic Engineering with a courtesy appointment in the Knowlton School of Architecture's Department of City and Regional Planning. Dr. Young has been with Ohio State since 2008.

Dr. Young's teaching and research interests are in airport and aviation system planning, design, operations, and management. He has more than 15 years of experience in academia and industry focusing on issues of site selection, infrastructure planning, capacity and delay estimation, airside and landside operations, security policies, engineering, and financing of civil use airports. Dr. Young has published numerous journal articles in the aviation field and is a co-author of the industry's leading texts on airport planning, design, and management.

Dr. Young is an active participant in aviation research and professional committees with the American Association of Airport Executives, the Florida Airports Council, and the National Academies Transportation Research Board, where he serves as Chair of Committee AV020 – Aviation System Planning.

Dr. Young holds a Ph.D. in Civil and Environmental Engineering/Transportation and an MS in Industrial Engineering /Operations Research from the University of California, Berkeley, and a B.A. in Applied Mathematics from the State University of New York at Buffalo. Dr. Young is an accredited airport executive with the American Association of Airport Executives and holds an instrument-rated commercial airplane and seaplane pilot's license and certified flight instructor certificate from the U.S. Federal Aviation Administration.