

National Business Aviation Administration (NBAA)
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Arthur Ahrens
Harris Corporation

Art Ahrens has over 30 years in the communications industry participating in both systems design of RF systems and detailed component level design of radio elements. He has a Bachelors degree from University of Illinois, Chicago. Art is an active private pilot with and instrument rating and has been an owner of several aircraft. Art has been active as a working group leader in the RTCA Special Committee -223 (AeroMACS), and is involved within SC-206 (Fight Information Services Datalink) and SC-228 (UAS Command and Control)

Rex Alexander
National EMS Pilots Association Emeritus

Mr. Alexander has over 38 year of military, general, and commercial aviation experience, with over 27 being rooted directly in the helicopter industry and the last 20 concentrated in the Air Medical arena. He is an experienced pilot, instructor pilot, safety manager, base manager, aviation regional operations manager, auditor, airframe and power-plant technician, heliport developer, educator, and trainer. He is currently the Senior Consultant, Member and Co-Founder at HeliExperts International LLC. His industry involvement includes but is not limited to being past President of the National EMS Pilots Association, as well as past President of the Indiana Association of Air Medical Services. He currently serves on; the HAI Heliport Committee, HAI Air Medical Services Committee, NFPA-418 Standards for Heliports Committee, the International Helicopter Safety Team's Infrastructure Working Group and continues to participate in numerous industry and government safety initiatives, regulatory matters and projects. He is an alumnus of Parks College of Aviation at St. Louis University and is a former Warrant Officer and Aeroscout Helicopter Pilot and Instructor Pilot of the United States Army and Indiana Army National Guard.

Jim Baas
FedEx Express

Jim Baas is a FedEx 757 Pilot and FedEx Senior Manager of Flight Technical Support. As such, his responsibilities include the Flight Operations area of the deice program as well as the FedEx Flight Operations Manual.

Jim has over 10000 hours of flight time throughout the world in over 40 different types of aircraft. His experience encompasses military, commuter, regional, major passenger carrier and air cargo operations. He holds pilot certificates from glider to Airline Transport pilot and is type rated in the Cessna Citation, Boeing 727, 737, 757, Airbus A300 and A320 and Douglas DC-9.

As an airline technical expert, Jim has been instrumental in the development and implementation of a number of FAA NextGen initiatives.

These include new approach procedures in both San Francisco and Memphis and most recently, the Re-categorization of Aircraft Wake Turbulence Separation (RECAT).

When not flying for FedEx, Jim remains active in general aviation as an aircraft owner and aerobatic pilot.

Randall Bass

Federal Aviation Administration (FAA)

Randy Bass has worked for the FAA since June, 2012, leading the Convective Weather Research Program in the Aviation Weather Division. In this capacity he manages research and development programs to improve forecasting and mitigate effects of convective weather on all aspects of aviation and the National Airspace System. He oversees budget, determines programs of record for funding, monitors end-to-end progress of research projects, and executes transition from research to operations of successful ventures.

Prior to his position at the FAA, Randy was a senior meteorologist for Exelis's Geospatial Systems division in Herndon, Virginia. He founded and led an environmental weather division that provided business development and support and services to internal programs and external customers. His projects ranged from development of a handling system for large environmental data files to creation of a digital platform that accesses ground-based, open source cameras across the US and extracts weather information from the imagery on a customized level.

Mr. Bass retired from the Air Force in 2008 after 20 years as a weather officer. During his career, he provided weather support to bases throughout the US and to a variety of aircraft such as the B-1, KC-135, A-10, U-2 and C-5. He deployed three times to the Middle East in support of various contingencies, cumulatively spending over a year in Oman, Egypt and Saudi Arabia. Randy also has considerable experience supporting the Intelligence Community and satellite operations. He has in-depth knowledge and experience with the cloud forecast process, atmospheric profiles used for imagery analysis, space weather effects and satellite anomalies, and operations support. He has been an active member of the American Meteorological Society since 2003 and a member of various local chapters since 1996.

Mr. Bass earned his Bachelor's Degree in Meteorology from North Carolina State University and a Master's Degree in Meteorology from Texas A&M University.

Randy Baker

United Parcel Service (UPS)

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.

Tom Bond

Federal Aviation Administration (FAA)

Chief Scientific and Technical Advisor for Flight Environmental Icing.

Mr. Bond has 28 years of experience as an aerospace engineer specializing in aircraft icing research. He worked at NASA for 24 years, where he served most recently as the Chief of the Icing Branch. He was responsible for developing the aircraft icing research strategy as well as planning, coordinating and managing NASA's aircraft icing activities. The scope of this work included research areas in icing physics, iced aerodynamics and flight dynamics, experimental and computational engineering tools development, and icing education and training materials. Mr. Bond has worked at the FAA since June of 2007 where he advises on flight environmental icing issues for the Aircraft Certification and Flight Standards services, develops and coordinates icing weather and aircraft icing research, leads the FAA Icing Steering Committee, and is responsible for the FAA Icing Plan. Mr. Bond also serves as an advisory member on several aviation industry committees tasked with developing and recommending changes to civil aviation standards, rules and advisory material.

Aaron Braeckel

*National Center for Atmospheric Research (NCAR)
Research Applications Laboratory (RAL)*

Aaron Braeckel is a software engineer with the National Center for Atmospheric Research working in aviation meteorology. His areas of expertise include data visualization, data dissemination, and spatial data infrastructure (SDI). Aaron began his work at NCAR on the Aviation Digital Data Service (ADDS), a pilot service for aviation weather visualization and data services. Recent work has included weather data dissemination systems, web services, Open Geospatial Consortium (OGC), scientific display development, and work on large-scale weather dissemination within the FAA NextGen system.

Aaron is heavily involved in the development of national and international standards and is the lead developer of International Civil Aviation Organization (ICAO)/World Meteorological Organization (WMO) IWXXM XML format, lead developer of FAA/Eurocontrol WXXM XML format, co-chair of the OGC Publish/Subscribe Working Group and editor of three Opengeospatial Consortium (OGC) Publish/Subscribe 1.0 specifications, and a technical contributor to IWXXM-US.

Aaron enjoys thinking about thinking about recursion.

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.

Mike Cetinich

Jeppesen

Mr. Cetinich has been employed with Jeppesen since 1983. Mike is currently the Senior Product Manager for various ground based solutions that include Weather, Runway Analysis, Flight Tracking, NOTAMs, Flight Planning and Electronic Navigation Applications at Jeppesen. Mike began his career at Jeppesen as an aviation forecaster and then managed the operational meteorology group. Mike has also done software development for weather applications at Jeppesen.

Mike received a B.S. in Meteorology from San Jose State University in 1982, and attended graduate school at San Jose State University working towards a M.S. in Meteorology from 1982 to 1985. Mike has been a member of the American Meteorological Society (AMS) since 1983, and has authored papers that have appeared in the Bulletin of the AMS. Mike has also served on various RTCA, IATA and ICAO weather committees, and has given presentations at numerous industry meetings, including the AMS Annual Meeting, ICAO Safety Seminar, IATA Weather Committee Meeting, NASA ICNS Conference, NBAA and IOC Conventions, EAA Air Venture Annual meetings, and Civil Air Patrol meetings. Mike is also currently participating on the weather working group for the FAA NEXTGEN weather initiative as well as the SAE G-10W committee to develop standards for weather symbology in cockpit displays. Mike was a student pilot from 1981-1983 and now teaches Aviation Weather to local Denver area pilots. Mike has also traveled to Antarctica to study the weather and flight operations for the National Science Foundation in 2005. In his spare time, Mike enjoys golf, cycling, cross country skiing, snow shoeing and hiking with his wife and 4 legged pack members, as well as storm chasing each Spring.

Michael Chaput*SureWx*

Michael is one of the aviation industry's leading subject matter experts in technology development, operational support systems and winter flight operations, and is a strong advocate for safe, efficient and sustainable airport and air carrier operations on the global scale.

Prior to taking on the leadership role at SureWx in 2011, Michael was a leading consultant for numerous international airports and air carriers, providing cutting-edge professional services related to winter resilience and business optimization. Michael also previously held several senior management and executive positions with aviation and technology firms, and managed a wide range of high-level aviation research and development projects over a 15-year period for Transport Canada and the Federal Aviation Administration.

Michael currently sits on numerous global aviation industry committees and workgroups, and has authored countless published reports, studies and papers on aviation winter operations. Michael is a pioneer in the area of the aircraft de/anti-icing fluid holdover times and in the measurement and dissemination of electronic holdover times for aviation applications. He has been one of the driving forces behind the Liquid Water Equivalent project since 2004.

Rick Curtis*Southwest Airlines*

Rick has been at Southwest Airlines for over 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 2005 recipient the Southwest Airlines President's Award. In 2011 he received the American Meteorological Society Award for Outstanding Contribution to the Advance of Applied Meteorology. In early 2013 Rick and the Southwest Airlines Meteorology Team won the "Heroes of the Heart" Award, which is the highest employee nominated recognition award at Southwest Airlines. Rick is a member of both the American Meteorological Society and the National Weather Association.

Steve Darr*Dynamic Aerospace*

Mr. Darr has experience developing and implementing advanced aviation technology in the areas of safety and capacity. He has planned, conducted, and directed research for FAA, NASA, airports, and other clients in systems analysis, operations research, concept of operations development, investment decision-making, and implementation of advanced aviation technologies, and in aircraft design, construction, and operation. Mr. Darr also has experience in systems integration and software development management. A commercial and military instrument-rated helicopter pilot with single and multiengine airplane ratings, Mr. Darr has extensive flight operations experience, including as a NASA contract test pilot. Mr. Darr retired from military service with significant command and staff experience in addition to aviation maintenance management experience.

Nick Demetriades*Vaisala Inc.*

Nick Demetriades received his B.S. in Meteorology from the State University of New York at Oswego and later received his Master's Degree in Meteorology from Texas A&M University. He has been the lead or co-author on numerous conferences and refereed papers on lightning. He has given presentations at many international conferences, including several at the American Meteorological Society Annual Meeting.

Nick is currently the Offering Portfolio Manager for Vaisala Airports. His areas of expertise include aviation meteorology and lightning applications in the fields meteorology and human safety. In his current position, he is managing a group of highly skilled individuals that are responsible for defining and evolving Vaisala's product and service offerings to help the aviation industry improve weather-impacted operations throughout the world.

Chuck J. Enders III*Federal Aviation Administration (FAA)*

FAA AFS-220 Aviation Safety inspector
Air Carrier Ground Icing Policy
With the FAA Seven years

Prior to joining the FAA I served as a line pilot with United Airlines for 30 years flying the B727, 737, 747, 757, 767, 777 and the DC10.

I was a pilot in the West Virginia Air National Guard for 35 years flying the C130 A, B, D, E, H, and K models.

I worked as Chief Pilot for the Fairchild Republic Corporation flying the Merlin III and IV, PC6, F27, FH227, and F28 aircraft.

Bryce L. Ford
SpectraSensors, Inc.

Bryce Ford is the Vice President of Atmospheric Programs at SpectraSensors, Inc. He joined SpectraSensors in 2010 to lead the SpectraSensors program office developing the Water Vapor Sensing System (WVSS-II), and is currently located in North Palm Beach, Florida. WVSS-II is used in operational aircraft meteorological data programs, as well as various atmospheric and aviation research applications around the world. WVSS-II is widely used in Public Private Partnership programs between National Meteorological Services and the aviation industry, in support of the World Meteorological Organization (WMO) Aircraft Meteorological Data Relay (AMDAR) program.

Mr. Ford brings over 36 years of experience in the global weather and aviation communities serving in various roles including executive management, program management, business development, functional management, systems engineering, and software engineering. Prior to SpectraSensors Mr. Ford was at Lockheed Martin for 9 years as a Senior Business Development Manager and Engineering Project Manager for meteorological and hydrological programs in domestic and international markets. Prior to this he served in various roles at Harris Corporation for 16 years, supporting U.S. Federal Aviation Administration, defense, and commercial customers with weather information systems and weather data services. He began his career in 1978 as a research engineer at the Boeing Company in Wichita, Kansas.

Mr. Ford is a Council Member of the international association of the Hydro-Meteorological Equipment Industry (HMEI), an associate-member of the WMO Commission for Basic Systems (CBS) Expert Team on Aircraft Based Observing Systems (ET-ABO), and an associate-member of the WMO Commission for Instrumentation and Methods of Observation (CIMO) Expert Team on Aircraft-based Observations (ET-AO). He has served as a member of RTCA Special Committee 206; Subgroup 4 developing aircraft meteorological datalink formats (DO-252), served on the Board of Directors for an international joint venture company in Beijing, China, and supported the U.S. National Weather Service delegation to the 60th WMO Executive Council in 2008. Mr. Ford graduated from Eastern Illinois University in 1978 with a B.S. degree in Physics.

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.

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.

Julie Haggerty

*National Center for Atmospheric Research (NCAR)
Research Applications Laboratory (RAL)*

Julie Haggerty is a Project Scientist at the National Center for Atmospheric Research (NCAR). Dr. Haggerty has 20 years of experience in the acquisition, analysis, and application of remotely sensed data from aircraft and satellite platforms. Currently she leads the High Ice Water Content (HIWC) Product Development Team at NCAR. Previously she led the aircraft icing subgroup of the NASA Advanced Satellite Aviation-weather Products program. Her team received a NASA Aviation Safety and Security Program award for this work in 2005 and a NASA Holloway Non-Aerospace Technology Transfer Award for this work in 2007. Dr. Haggerty also serves as the instrument scientist for a collection of airborne radiometric sensors; in this capacity she facilitates the acquisition and analysis of measurements from research aircraft operated by the National Science Foundation and NCAR. She is a member of the American Meteorological Society, the American Geophysical Union, and the IEEE Geoscience and Remote Sensing Society.

Haig Iskenderian

Massachusetts Institute of Technology Lincoln Laboratory (MIT/LL)

Dr. Iskenderian is a Technical Staff member in the Air Traffic Control Systems Group at the Massachusetts Institute of Technology Lincoln Laboratory in Lexington, Massachusetts. He leads Lincoln Laboratory's convective weather research and development group, which focuses on developing weather forecasts and applications of the forecasts for aviation. He also manages the summertime demonstrations of the CoSPA 0-8 hour aviation weather forecast system, which is a collaborative effort among the FAA, Lincoln Laboratory, the National Center for Atmospheric Research, and the National Oceanic and Atmospheric Administration's Global Systems Division.

Prior to his employment at Lincoln Laboratory, Haig worked at TASC, Inc. on developing remote sensing algorithms and on weather modeling and simulation. He has also worked at Atmospheric and Environmental Research, Inc. in the area of diagnosing climate variability. Haig has a B.S., M.S., and Ph.D. in atmospheric science from the State University of New York at Albany.

Kevin Johnston

Federal Aviation Administrations (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 the FAA lead for the Weather Evaluation Team (WET), a sub team within the Collaborative Decision Making (CDM) structure between the FAA and the Aviation Industry and he is also the Contract Officer Technical Representative for the Center Weather Service Unit Operation at each of the FAA's Air Route Traffic Control Centers. 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.

Rafal Kicingier

Metron Aviation, Inc

Rafal Kicingier is a Principal Analyst in the Advanced Research and Engineering Department of Metron Aviation, Inc. His research interests include weather integration into air traffic management, traffic flow management planning, heuristic optimization methods, and agent-based modeling. He received his Ph.D. degree in Information Technology from George Mason University, Fairfax, VA in 2005 and M.S. degree in Civil Engineering from Warsaw University of Technology, Warsaw, Poland in 1999.

Joseph Miceli

Airline Dispatcher Federation (ADF)

Currently President of the Airline Dispatchers Federation (ADF), a non-labor organization representing the professional interests of it's 1600 Aircraft Dispatch members throughout North America and abroad. Leading this all-volunteer corporation, ADF constituency is comprised of licensed FAR121 aircraft dispatchers, operational control personnel including major airlines,

express carriers, international carriers, pilots, students, and airline personnel. Prior to becoming president I was Executive Vice President for 4 years aiding and collaborate with all parties involved insuring FAA Part 121 rules continue to evolve around our Aircraft Dispatchers and the PIC (Pilot in Command). As a member of the Executive Board, ADF, I'm involved/attend regularly held meeting for NACSC (NextGen Advisory Committee Sub-Committee), ACT-ARC (Air Career Training-ARC) and along with my ADF Board, we are helping improve safety.

Aside from ADF activities, I have been employed with United Airlines (ORD) for the last 27 years with 20 years of Aircraft Dispatcher experience and 26 years of operational experience. My 26 years of experience includes ADI (Aircraft Dispatch Instructor) teaching UALs current and future dispatch prospects also instructing Recurrent Training keeping our dispatcher current, ATC Coordinator-working with ATC Command Center (ATCSCC) collaborating and solving daily traffic initiatives for our airline throughout North America, qualified UAL Aircraft Dispatcher domestically, north pacific, south pacific, Atlantic, middle east, south america, and CRAF (Civil Reserve Air Fleet), and previously I worked at ORD ramp tower, a former load planner and operational employee in UAL's OCC.

Born, raised, and educated in Chicago, I currently reside in the western suburbs of Chicago.

Alfred Moosakhanian

Federal Aviation Administration (FAA)

Alfred is currently a Manager in the Program Management Organization (PMO). He is a PMP and FAA Senior Level Certified Program Manager that currently manages Common Support services - Weather (CSS-Wx) program that lead the development of the Weather Information Exchange Model (WXXM). In addition he manages other NextGen, legacy, and International weather programs.

Previously, he served as the En-route Weather programs manager that included FIS Data Link (FISDL), Corridor Integrated Weather System (CIWS), and WARP. He has over 30 years of engineering and management experience in the Industry and FAA working on numerous programs involving advanced Communications, Weather, and Automation technologies, from concepts to full scale development and system operation.

Alfred has MS in Electrical Engineering, MS in Engineering Management, and BS in Electrical Engineering.

Pat Murphy

National Oceanic and Atmospheric Administration (NOAA)

National Weather Service (NWS)

Pat Murphy is currently the Warning Coordination Meteorologist for the National Weather Service Aviation Weather Center. As such he is main liaison between the Aviation Weather Center and it's

customers, partners, and users of NWS aviation weather products and services. Mr. Murphy has over 20 years experience in operational aviation weather forecasting.

Pat works closely with the aviation community both within the United States, and internationally to ensure the production, dissemination, and use of NWS aviation weather products and services meet user requirements, and international standards in support of safe and efficient flight. His work extends from modernizing legacy NWS aviation products, to collaboratively developing policy, procedures, and requirements for emerging information needs of NextGen.

Josh Paurus

Minneapolis-St. Paul International Airport (MSP)

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

Josh has 18 years of experience at three airports in the field of airport operations. The past 13 years have been with the Airside Operations department at the Minneapolis/St. Paul International Airport. He is a graduate of the University of North Dakota with degrees in Airport Administration and Business Management. He is a licensed pilot and a Certified Emergency Manager.

Nathan Polderman

United Airlines (UAL)

Nathan is the Sr. Manager of Training in the Network Operations Center at United Airlines where he oversees the Dispatcher training and Enhanced Weather Information Systems (EWINS) programs. Nathan began his airline career in 2005 as a Dispatcher for Pinnacle Airlines and joined Continental Airlines in 2007 where he worked as an Aircraft Dispatcher, Chief Dispatcher, and Dispatch Training Instructor. Since assuming oversight of the EWINS Program at Continental Airlines in 2008, he has worked to expand and modernize the weather training for Dispatchers. Nathan holds an M.S. degree in Atmospheric Science from Indiana University and a B.A. in Geography from Calvin College. Prior to entering aviation, he spent two years teaching Weather & Climate to college undergraduate students as a Lecturer at Indiana University-Purdue University in Indianapolis.

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.

Melissa Rudinger

Aircraft Owners and Pilots Association (AOPA)

As Vice President of AOPA's Government Affairs Division, Melissa leads a team of dedicated aviation professionals who advocate for General Aviation interests at the Federal, State and Local levels of government on matters affecting airmen, aircraft, airports and air traffic control. The team also represents AOPA's international policy interests at the International Civil Aviation Organization (ICAO), the European Aviation Safety Agency (EASA) and other international regulatory bodies. Melissa has worked for AOPA's members for 22 years.

A pilot for almost 30 years, Melissa holds a commercial pilot certificate with a lighter-than-air rating and has experience running a local airport business. She has FAA Academy training in Airspace Design and Analysis, Air Traffic Management, Terminal Procedures Development, and Environmental Policy.

Ryan Solomon

National Oceanic and Atmospheric Administration (NOAA)

National Weather Service (NWS)

NCEP Aviation Weather Center (AWC)

Ryan Solomon is a Techniques Development Meteorologist and Data Management Lead at the Aviation Weather Center in Kansas City, Missouri. Ryan works operational shifts on the Convective SIGMET and Tropical desks. Ryan holds a B.S. in Meteorology from the University of Oklahoma, a M.S. in Computer Science from Johns Hopkins University, and a Masters Certificate in IT Project Management from the George Washington University. In early 2014 Ryan was assigned to be the Project Manager for the NOAA Integrated Dissemination Program (IDP) NextGen IT Web Services.

Matthias Steiner

National Center for Atmospheric Research (NCAR)

Research Applications Program (RAL)

Dr. Matthias Steiner is Deputy Director for the Hydrometeorological Applications Program (HAP) of the National Center for Atmospheric Research (NCAR) Research Applications Laboratory (RAL). He is interested in weather impacts on various sectors and how to mitigate avoidable impacts based on creatively drawing upon his expertise in hydrometeorology, cloud and precipitation physics, mountain meteorology, radar and satellite meteorology, and aviation weather. He is a member of

the AMS Committee on Aviation, Range, and Aerospace Meteorology (ARAM), a Fellow of both the Royal Meteorological Society and the American Meteorological Society (just elected), and was the recipient of the 2002 Editor's Award for the *AMS Journal of Hydrometeorology*.

Captain Robert P. "Rocky" Stone, Jr.
United Airlines (UAL)

Captain Rocky Stone is the Chief Technical Pilot - Surveillance for United Airlines. Rocky currently flies as a Boeing 777 Captain. He has previous experience at United flying the B727, B737, B757, and B767. Prior to joining United, Rocky was an experimental test pilot in the US Air Force, with pilot assignments in the F-15, T-38, A-7, and F-4. Rocky earned his B.S. degree in Aeronautical Engineering from the Massachusetts Institute of Technology and a M.S. in Systems Management from the University of Southern California. Rocky is the co-chair of RTCA Special Committee-186, responsible for developing technical and operational standards for Automatic Dependent Surveillance – Broadcast (ADS-B) and RTCA Special Committee-206 on Aeronautical Information Services (AIS) data link standards. Rocky has been the chair or co-chair of RTCA SC-186 since its inception in 1995. Rocky also chairs the RTCA Wake Vortex Tiger Team.

Kevin Stone
National Oceanic and Atmospheric Administration (NOAA)
National Weather Service (NWS)

Kevin L. Stone is a meteorologist in the Aviation Services Branch of the Office of Climate, Water and Weather Services at National Weather Service Headquarters. He joined NWS in 2011 as the lead for the Traffic Flow Management Weather Requirements Working Group, a joint effort between NWS and the Federal Aviation Administration to develop and implement solutions to meet current and emerging weather requirements in support of the FAA's management of the National Airspace System. Prior to joining NWS, he served 27 years in the United States Air Force in various roles from weather observer to deputy group commander.

Mr. Stone holds a Master of Science degree in Meteorology from the Naval Postgraduate School and a Bachelor of Science degree in Meteorology from the University of Massachusetts-Lowell.

Roger Sultan
Federal Aviation Association (FAA)

Roger Sultan is a FAA Aviation Safety Inspector working at FAA Headquarters for the Flight Technologies and Procedures Division (AFS-400) in Washington, DC. Roger currently is the Flight Standards (AFS) ADS-B policy team lead and also manages AFS aviation weather policy. Roger previously worked TCAS policy and Wake Turbulence policy, and won the DOT 2013 Partnering for Excellence Award for work on the Memphis Wake Recategorization Project. Roger has a B.S. in Aeronautical Science from Embry-Riddle Aeronautical University. Prior to coming to the FAA, Roger flew B727, B737, and A320 aircraft for United Airlines. Other flying experience includes flying the

DC-9 at TWA, the Jetstream 32 and Jetstream 41 at Trans States Airlines, and Cessna Citations for a part 135 operator. Roger continues to fly in general aviation, and can often be found in the skies above Virginia in a Piper Aztec searching out a pancake breakfast or a good hamburger.

Alex Tien

MITRE Corporation (CAASD)

Dr. Alex Tien is a Senior Operations Research Analyst at The MITRE Corporation. His research interests focus on air traffic flow management and aviation system performance analysis. In recent years, he has been involved in developing concepts and decision support capabilities to facilitate the strategic planning process of National Airspace System. He received his doctorate in Civil Engineering from University of Maryland, College Park in 2010.

Steve Weygandt

*National Oceanic and Atmospheric Administration (NOAA)
Earth System Research Laboratory (ESRL)*

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

Dr. Weygandt joined NOAA in 2000 and his work has focused on improving RAP and HRRR forecast performance and working with forecasters and other users to best utilize automated weather guidance products. In addition to work on assimilation of radar and other observations into meso- and storm-scale models, Dr. Weygandt has applied time-lagged ensemble techniques to create probabilistic guidance products for thunderstorms and other aviation weather hazards. Dr. Weygandt has more than 25 years' experience in numerical weather