



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

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Steve Abelman
American Airlines

Steve Abelman is the Manager of Weather Technology for American Airlines. Mr. Abelman will be leading the effort to integrate the latest and most relevant weather technology into American Airlines (AA) flight, dispatch, and ground operations. Mr. Abelman will lead American Airlines' Enhanced Weather Information System (EWINS) for delivery of weather information to AA operations. Other duties include active participation in AA's Turbulence Task Force and the development and presentation of weather training for dispatchers.

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

Capt. Joe Burns
Sensurion

Captain Joe Burns is a twenty-five year veteran of Aviation, Technology, and Communications industries. He was most recently the Managing Director of Technology and Flight Test at United Airlines responsible for over \$200M in annual NextGen programs. Joe also held positions as Managing Director – Flight Standards, FAA Certificate Director of Operations, Director Flight Standards, Chief Pilot FFDO Program, Manager Automation Systems, and Pilot Instructor. Type-rated on many large jet transports, he recently served as International Captain on the Boeing 767 and 757. He is currently CEO at Sensurion Aerospace – an Unmanned Systems manufacturer and technology operations firm.

His engineering and management experience includes CEO positions at Xcelar, Inertia Technology, Chief Pilot and systems engineer for Coffeen Associates, Chief Systems Engineer for Ericsson, Inc.'s Fiber Optic Division, and Engineering Manager for Sprint.

He is currently on the Executive Branch Advisory Board for Position, Navigation, and Time (GPS); Board Member for Aspen Avionics; Board Member for Sensurion, Inc.; Member of the NextGen Advisory Council Subcommittee; Board Member Emeritus for EMS Technologies (NASDAQ:ELMG); Board Member and CEO Emeritus of ATN Systems, Inc.; Former Advisory Board Member for the National Center for Atmospheric Research (NCAR/UCAR); Chairman Emeritus for the ATA Air Traffic Control Council and Operations Committees

Captain Burns holds an M.B.A. in Management from the Miami University distinguished Farmer School of Business and a B.S. in Aeronautics/Aeronautical Engineering from Miami University. Joe has over a dozen patents in aeronautics, security, and communications technology applications.

Bruce Carmichael
National Center for Atmospheric Research (NCAR)

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.

Stephen Darr

Dynamic Aerospace, Inc.

Mr. Darr has experience developing and implementing advanced analytical methods and aviation technology supporting system safety and capacity enhancements. Within RTCA Special Committee 206, he led the development of DO-339 Minimum Aviation System Performance Standards for Aeronautical Information/Meteorological Data Link Services. He presently leads the joint RTCA/Eurocae Combined Surveillance Committee's Weather Surveillance Subgroup, which is developing requirements for reporting meteorological data derived onboard aircraft via the ADS-B and Mode S datalinks. Mr. Darr has planned, conducted, and directed research for the FAA, NASA, airports, and commercial clients in safety and systems analysis, operations research, concept of operations development, investment decision-making, and strategic planning. He led the technical development and implementation of a research investment feasibility and risk management practice for NASA's Aeronautics Research Mission Directorate, and of a future safety risk assessment methodology for the Commercial Aviation Safety Team. He has experience in the development and implementation of advanced aviation technologies, and in aircraft design, construction, and operation and is currently involved in the development of an optionally-piloted, electrically-powered, compound helicopter. A commercial and military instrument-rated helicopter pilot with single and multiengine airplane ratings, Mr. Darr has extensive flight operations experience, including with human-powered aircraft, as an aircraft owner-operator, and as a pilot in NASA and commercial technology trials. He was a member of the NASA cohort of the ADS-B Team that won the 2007 Collier Trophy. Mr. Darr retired from military service with significant command and staff experience in addition to aviation operations and maintenance management experience.

Ernie Dash

AVMET

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 attended Texas A&M and became a meteorologist. 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 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 FAA tasks was to draft the requirements and demonstrate the operational concepts for a weather data link service. He has also been actively involved in developing several RTCA documents and he led a team that drafted the JPDO NextGen Weather Concept of Operations.

Ernie continues today as an AvMet consultant providing “*selective*” special project support to the FAA weather programs. He especially enjoys relaxing with his feet in the sand at his vacation home in the Outer Banks, North Carolina.

Rune Duke

Aircraft Owners & Pilots Association (AOPA)

Rune Duke joined AOPA in 2015 as Director of Government Affairs, Airspace and Air Traffic. He has a diverse background in aviation that includes prior experience as a military air traffic controller and as a manager of a general aviation airport. He is a commercially rated pilot, a Certified Member of the American Association of Airport Executives, and has a Master of Aeronautical Science degree in Aviation Operations from Embry-Riddle Aeronautical University. He participates in the RTCA Tactical Operations Committee, Performance-based Operations Aviation Rulemaking Committee, and represents AOPA in various forums. Rune remains an active pilot, flying out of Frederick every chance he gets.

Matt Fronzak

MITRE/CAASD

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

Prior to joining MITRE, Matt spent 34 years at Delta Air Lines working in a variety of operational and management roles, primarily at Delta's Operations Customer Center (OCC). He accrued extensive practical experience as both an aviation meteorologist and FAA-licensed aircraft dispatcher during this time. In between Delta and MITRE, he had a short stint with Rockwell Collins as a marketing manager supporting that company's airborne weather radar products. Matt holds a B.S. - Meteorology from the University of Massachusetts, Lowell and a Master of Aeronautical Science from Embry-Riddle Aeronautical University with specialties in Operations and System Safety.

Matt Grenoble

Waukesha County Airport

Matt has over 17 years of experience in the aviation industry. Before transitioning to airport management, he began his career working line service for FBOs, then becoming a corporate pilot for a company in Fort Lauderdale, Florida. For the last 8 years, he has been working his way up through the airport management ranks, first by interning at Salt Lake City International Airport, then heading to the state of Washington where he worked in Operations and Aircraft Rescue and Fire Fighting at Bellingham International Airport, followed by a tour as Airport Duty Manager at Boeing Field in Seattle. The opportunity to move closer to family came, so he took the job as Airport Operations Supervisor at Waukesha County Airport in Wisconsin, where he has been for the last 4 years. He holds a Bachelor's degree in Business Management from Radford University and a Master of Science in Aviation Safety and Management from Embry-Riddle Aeronautical University. When he is not at work, Matt enjoys spending time outdoors with his wife and 2 year old son

Jason Herman
Latitude 33 Aviation

Jason Herman, CAM currently serves as Lead Captain managing a Citation CJ4 account based in Southern California under FAR Part 91 and 135. His background in Part 135 operations initially began as a Flight Coordinator/Dispatcher for a scheduled and on-demand carrier and naturally progressed into roles as a line pilot, assistant chief pilot, and instructor. Jason fosters his passion for community involvement and regulatory compliance by volunteering his time as Chairman of the NBAA Part 135 Subcommittee in coordination with the NBAA Domestic Operations Committee where he collaborates with industry and government counterparts to solve timely operational issues and provide meaningful resources to the NBAA membership. He holds an Airline Transport Pilot certificate and is dual rated in both helicopter and fixed wing land aircraft as well as single and multiengine seaplanes.

Capt. Steve Jangelis
Air Line Pilots Association

Capt. Steve Jangelis is the Aviation Safety chairman for the Air Line Pilots Association, Int'l Air Safety Organization. The Air Safety Organization utilizes the volunteer services of over 400-member pilot subject-matter experts and is the largest nongovernmental safety organization in the world. Capt. Jangelis is responsible for safety matters representing over 57,000 pilots at 33 airlines in North America. Capt. Jangelis flies the Airbus A320 and is based in New York City, N.Y. He is type rated on the Airbus A320, Douglas DC-9, Boeing 727, and Boeing 757/767 and was a simulator instructor, line check airman, and captain on the Boeing 727, flying both cargo exclusive and passenger operations. Capt. Jangelis currently is the co-chairman of the FAA's Runway Safety Council. He also serves as the ALPA primary representative to the FAA/Industry Commercial Aviation Safety Team and to the FAA's Aviation Safety Information Analysis and Sharing System Executive Board. Capt. Jangelis has also served as ALPA party coordinator and participated in Airports, Voice Recorder, and Structures Groups in official NTSB accident and incident investigations for the Delta Air Lines Master Executive Council. Capt. Jangelis also instructs new ALPA pilot volunteers in that discipline. Capt. Jangelis has participated in safety risk management panels on runway construction and airspace modifications, and also participated as a simulator operational testing pilot for data-comm taxi installations, final approach runway occupancy signal, and SMGCS evaluations. Prior to becoming an airline pilot, he gained airport operations experience as an Airfield Operations and Maintenance technician at a Midwest airport and has been a guest speaker and panelist at many airport accreditation schools' training seminars. Capt. Jangelis received a bachelor of science degree in aviation flight management from Lewis University in Illinois.

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. He is also the Contract Officer Representative for National Weather Service support to FAA Air Traffic Control Facilities and the FAA lead to the Collaborative Decision Making (CDM) Weather Evaluation Team (WET).

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

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

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

John Kosak

National Business Aviation Association (NBAA)

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

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

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

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

Recently he was promoted to Program Manager, Weather, for NBAA's Air Traffic Services.

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

Tom Lahovski

Federal Aviation Administration (FAA)

Tom started in FAA Flight Standards in 1988 as an Air Carrier Operations Inspector in the Allentown, PA FSDO. Prior to that he flew C-130's on active duty in the US Air Force and Air Force Reserve. He was a National Resource for Flight Standards in the B-737 (100 through 400 series) and the DC-9 (10 through 88 series). He also was the Designated Pilot Examiner focal point for the Allentown FSDO, responsible for their designation, oversight, and renewal or termination. In 2007 he transferred to the Baltimore FSDO, where he was assigned to the Piedmont Airlines certificate. He became type-rated in the DHC-8 (100 through 300 series) at this time. In 2011 he transferred to FAA HQ in Washington, DC, in Air Carrier Training and Checking. He joined the TALPA Work Group in November, 2013, with the responsibility of determining TALPA training guidance for FAA field inspectors and industry. In this capacity he became involved with the planning and implementation of TALPA Aviation Rulemaking Committee (ARC) recommendations.

Timothy Lewis

NASA Langley Research Center

Tim Lewis is an air traffic management researcher in the Crew Systems and Aviation Operations Branch at NASA Langley Research Center in Hampton, VA. He is currently the weather integration lead for Traffic Aware Strategic Aircrew Requests (TASAR) under the Airspace Technology Demonstrations Project, and is the PI of an upcoming flight test to integrate airborne and ground-based weather data into the Traffic Aware Planner (TAP). His other research at NASA includes: conflict detection and resolution algorithms for airborne self separation and trajectory management; air-ground and human-automation function allocation for en route separation assurance architectures; data-driven approaches to air traffic modeling, simulation, and analysis; and ab-initio airspace design and aircraft autonomy. He received B.S. (2006) and M.S. (2008) degrees in aerospace engineering from the University of Texas at Arlington.

John McCarthy

Retired

Dr. McCarthy received his PhD from the University of Chicago in 1973, and immediately following, taught Meteorology at the University of Oklahoma Department of Meteorology until 1979, when he joined the National Center for Atmospheric Research (NCAR). During his tenure there, he was the founding director of the Research Applications Program, now called the Research Applications Laboratory. He developed an extensive program in microburst wind shear research, including transfer of technology to flight operations and aviation safety. The understanding and techniques from this effort are known and used throughout the world. Following his NCAR tenure, he became the manager for program develop at the Naval Research Laboratory Marine Meteorological Division in Monterey, California. Dr. McCarthy retired to Palm Desert, and continued consulting for the Navy and the FAA until 2014.

Joe Miceli*Airline Dispatch Federation (ADF)*

President of the Airline Dispatchers Federation (ADF), a non-labor, all-volunteer professional organization representing interests of its 2,250 aircraft dispatch members. ADF's constituency is comprised of FAA FAR121 aircraft dispatchers, operational control personnel including US airlines, express carriers, international members, pilots, students, and airline personnel.

Aside from the ADF, I've been employed with United Airlines for 30 years with 24 years of dispatch experience and 28 years of operational experience. Current and qualified as an aircraft dispatcher in the US, North Pacific, South Pacific, Atlantic, Middle East, South America, and CRAF (Civil Reserve Air Fleet).

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

Capt. Tim Miner*Allied Pilots Association*

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

Alfred Mooskhanian*Federal Aviation Administration (FAA)*

Alfred is the Manager of NextGen Weather Systems in the Program Management Organization (PMO). He is a PMP and FAA Senior Level Certified Program Manager. He currently manages The NextGen Weather Programs, Common Support services - Weather (CSS-Wx) and NextGen Weather Processor (NWP). He also manages all the Legacy programs that include Corridor Integrated Weather System (CIWS), and Weather and Radar Processor (WARP), Integrated Terminal Weather System (ITWS), and WIFS. He manages the development of the advanced weather platforms for the NAS as well as the development of Weather Information

Exchange Model (WXXM) and the International Civil Aviation Organization (ICAO) IWXXM for international adoption.

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.

Brett Northcutt

Honeywell Aerospace

Brett Northcutt is a Product Line Director at Honeywell Aerospace and has extensive experience running multiple avionics and sensors product businesses. In his 15 year career, he has worked on liquid rocket engines, anti-vibration solutions, Air Data Avionics, Electronic Warfare, pressure and magnetic sensors, and optical remote sensors. He currently runs a disruptive sensor start-up within Honeywell and leads the Aerospace Internet of Things (IoT) projects within the Honeywell Navigation and Sensors Enterprise. Brett has been closely working with the Honeywell Weather Radar, Weather Information Services, and Electronic Flight Bag teams on disruptive weather solutions for the cockpit. Brett holds a BSAAE and MSAEE from Purdue University as well as an MBA from the University of Southern California. You can reach Brett at brett.northcutt@honeywell.com.

Joshua 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 20+ years of experience at three airports in the field of airport operations. 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.

Mark Phaneuf

Air Line Pilots Association, (ALPA)

Mark Phaneuf is senior staff engineer at the Air Line Pilots Association providing technical staff support to the Engineering and Air Safety department in the areas of accident investigation, dangerous goods and weather. ALPA represents and advocates for more than 57,000 pilots at 33 U.S. and Canadian airlines, making it the world's largest airline pilot union to promote and champion all aspects of aviation safety throughout all segments of the aviation community. Prior to ALPA, Mark was an FAA contractor for over 15 years with AvMet Applications and served as Chief Operating Officer. AvMet is a leading provider of aviation weather consulting and engineering services for the public and private sectors. AvMet provides its customers with in-depth, practical, technical, and operational expertise in a wide variety of areas including aviation, meteorology, weather systems, systems engineering, modeling and simulation. Mark led many projects in support of AvMet's FAA customers in Weather Policy and Standards and Traffic Flow Management Weather Programs. Mark has over 30 years of aviation experience and holds a Bachelor's degree in Aviation Management from The Ohio State University. He is a commercially licensed and

instrument rated pilot, and a retired military flight crewmember with over 7000 hrs combined military and civilian time.

Gary Pokodner

Federal Aviation Administration (FAA)

Since graduating from Lehigh University as an electrical engineer, Gary Pokodner has worked in design, reliability, development, test, and acquisition of avionics. Gary came to the FAA in January 2011 after working for ARINC for 25 years on military avionics acquisition programs. Gary is the FAA's Weather Technology in the Cockpit (WTIC) Program Manager. In this role, Gary has been working to identify new research efforts related to bringing weather information into the cockpit to address near term needs and to enable various mid and far term NextGen concepts.

Warren Qualley

Southwest Airlines

Warren Qualley is the Senior Manager Meteorology at Southwest Airlines in Dallas, TX, where he has a staff of 10 meteorologists. Prior to his work at Southwest, Warren was Senior Weather Expert in Harris Corporation's Environmental Solutions group in the Space and Intelligence Systems Division in Washington, D.C. Warren has 39+ years of aviation meteorology experience, including 25 years with American Airlines, with the last 12 of those as Manager of Weather Services. These positions led Warren to leadership roles in numerous areas of aviation weather: chair of the International Air Transport Association's (IATA) Flight Operations Support Task Force since 1999; co-chair of the UCAR Community Advisory Committee for NCEP (UCACN) and as its liaison to the NWS' Aviation Weather Center; chair of the American Meteorological Society's Committee on Open Environmental Information Services; member of NOAA's Science Advisory Board's Environmental Information Services Working Group; member of the FAA's Collaborative Decision Making Weather Evaluation Team; member of the NBAA Weather Sub-committee; and member of several committees of the FAA's NextGen Joint Planning and Development Office (JPDO). Warren has been an invited speaker at many national and international conferences and at university classes and community organizations. Warren was elected a Fellow of the American Meteorological Society in 2014.

Tim Ryan

Rockwell Collins

Tim Ryan is the Sr. Manager, of Commercial Aviation Services, Strategic Solutions Information Management Services for Rockwell Collins. Ryan has over 45 years of aviation industry experience, with the last 29 years at Rockwell Collins' ARINC, where he has held a variety of positions.

In his current role, Ryan is responsible for all of the Value Added Applications and Services deployed in conjunction with the company's data link services. Ryan is also responsible for overseeing the team developing Rockwell Collins' aviation weather related portfolio.

He graduated with a BS in Mechanical Engineering from Old Dominion University and MSME from Washington University. He was awarded a PhD in Organization and Management – IT Management from Capella University.

John Schwoyer*Airline Dispatchers Federation (ADF)*

John Schwoyer is the Executive Vice President of Airline Dispatchers Federation. International Dispatcher for American Airlines. Dispatching since 1989

Represented Dispatchers at several Industry Events and Organizations
(Past & Present)

- NextGen Advisory Committee Sub-Committee - RTCA
- Air Carrier Training – Aviation Rule-Making Committee
- Aviation Works for You - ALPA
- Aviation Working Group - JPDO
- Task Force 5 – RTCA

Matthias Steiner*National Center for Atmospheric Research (NCAR)*

Dr. Matthias Steiner is a Senior Scientist with the National Center for Atmospheric Research (NCAR) serving as Director for the Aviation Applications Program of the Research Applications Laboratory (RAL). Drawing from three decades of scientific experience, he leads new initiatives and directs research and development efforts broadly aimed at mitigation of avoidable weather impacts on various sectors, with a particular focus on aviation. Dr. Steiner's vision, leadership, and substantial contributions toward mitigating weather impacts on the aviation industry reach deeply across the traditional boundaries of developing more accurate weather forecasts in order to integrate weather guidance in the decision-making process to better serve aviation operators. At present, Dr. Steiner is leading efforts to understand weather sensitivities and requirements for the rapidly growing interests in using unmanned aerial systems for wide-ranging applications and safe integration into the national airspace system. Dr. Steiner has received multiple recognitions for excellent contributions to field programs, scientific missions, and outstanding publications. Most notable, Dr. Steiner is a Fellow of both the Royal and American Meteorological Societies

Kevin L. Stone*National Oceanic and Atmospheric Administration (NOAA)*

Kevin Stone is a meteorologist in the Aviation and Space Weather Services Branch of the Analyze, Forecast, and Support Office at National Weather Service Headquarters. He is the co-lead of the FAA-NWS Aviation Weather Requirements Working Group, a joint effort to review and improve NWS products in support of aviation weather. Kevin joined NWS in 2011 after serving 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.

Capt. Rocky Stone*United Airlines*

Captain Rocky Stone is the Chief Technical Pilot - Surveillance for United Airlines. Rocky currently flies as a Boeing 777 Captain. He has previous experience at United flying the B727, B737, B757, and B767. Prior to joining United, Rocky was an experimental test pilot in the US Air Force, with pilot assignments in the F-15, T-38, A-7, and F-4. Rocky earned his B.S. degree in Aeronautical Engineering from the Massachusetts Institute of Technology and a M.S. in Systems Management from the University of Southern California. Rocky is the co-chair of RTCA Special Committee-186,

responsible for developing technical and operational standards for Automatic Dependent Surveillance – Broadcast (ADS-B) and RTCA Special Committee-206 on Aeronautical Information Services (AIS) data link standards. Rocky has been the chair or co-chair of RTCA SC-186 since its inception in 1995. Rocky also chairs the RTCA Wake Vortex Tiger Team.

Deborah Sutor

Association of Flight Attendants-CWA

International Vice President Association of Flight Attendants-CWA, AFL-CIO Debora Sutor is a 28-year Flight Attendant with Envoy Air, formerly American Eagle, and became AFA's International Vice President on June 1, 2014. Debora's extensive experience within the AFA structure, holding numerous elected positions in local leadership and serving on various International committees, enables her to assist in furthering AFA's mission for economic and social justice for all Flight Attendants. Tasked with leading AFA's training and leadership programs, Debora brings valuable insight into the position and assists in cultivating and mentoring newly elected Flight Attendant union leaders. Debora has worked on AFA's 'Hidden in Plane Sight' campaign to prevent human trafficking in aviation. The goal is to ensure that Flight Attendants in the U.S. and around the world are trained to: know what modern day slavery is, recognize a potential incident of trafficking, know and recognize the indicators of a potential human trafficking victim and how to report a crime. Flight Attendants can be the eyes in the skies to save lives. "As aviation's First Responders, Flight Attendants have a crucial role in the safety and security our nation's air transportation infrastructure. I am proud to work alongside dedicated Flight Attendants who have devoted their careers to raising the standards for all crewmembers. I am excited to be part of such a vital movement and will work tirelessly to ensure that we use our collective strength to make the requisite improvements that all of Aviation's First Responders deserve," said Debora. Prior to her election as International Vice President, Debora served as Master Executive Council Vice President for Envoy and was instrumental in successfully navigating Flight Attendants through difficult bankruptcy negotiations. She also served as a long term MEC Grievance Chair. A lifelong resident of Chicago, Debora and her husband Steve have four sons and 4 grandchildren.

Matthew Taylor

The Weather Company

Matt manages federal and channel/partner business in The Weather Company's (...an IBM Business) aviation group. This includes working with aircraft OEMs, application providers, and trip service providers to bring weather content into their industrial decision support cases. Now with IBM, weather content takes on a new life with cognitive applications and deeper industrial applications where weather affects business outcomes.

Matt has a Master's in meteorology and started his career as a weather officer in the Air Force. Before joining The Weather Company, he managed a small business that provided weather workstation technology to global weather-affected industries

Matthew Tucker

National Air Traffic Controllers 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, where he currently works as an Air Traffic Controller. Matt is also currently the NATCA Weather Representative, working on programs such as NEXTGEN Weather Processor (NWP) and the CDM Weather Evaluation Team, and is the International Federation of Air Traffic Control Associations (IFATCA) Representative to the ICAO MET-Panel.

John Uczekaj
Aspen Avionics

Aspen Avionics' President and CEO, John Uczekaj, has over 36 years of experience in the avionics industry, starting out as an engineer at Boeing and moving into key engineering and management positions at Sperry and Honeywell. While at Honeywell, John was made Executive VP and General Manager of the Aerospace Electronics Systems division, including the Bendix/King line of general aviation (GA) avionics. Immediately prior to joining Aspen, John was President and COO of The NORDAM Group, an aviation parts manufacturer and maintenance, repair and overhaul (MRO) company. He is a board member of the General Aviation Management Association (GAMA) where he is the chairman of the Flight Operations Procedures Committee. John was inducted into the Living Legends of Aviation in 2013. Mr. Uczekaj holds a Bachelor of Science in Electrical and Computer Engineering from Oregon State University and an MBA from City University, Seattle, Washington. John is an instrument rated private pilot and flies a Diamond DA40.

Katya Vashchankova
International Air Transport Association (IATA)

Katya Vashchankova is Manager, Business Intelligence at the International Air Transport Association (IATA) responsible for developing global data sharing programs for the Flight Operations and Safety division. Katya joined IATA nearly a decade ago and has worked on various projects to develop data sharing services for the airline industry, including a global cargo data exchange program and a world-wide ticketing database with more than 70 airlines currently sharing daily ticket sales data. Most recently, Katya has been leading a project aimed at expanding the WMO meteorological data collection program (AMDAR) and creating a platform to exchange real-time turbulence data on behalf of the airlines. Katya is passionate about helping airlines create a safer operational environment, enhance efficiencies and maximize cost savings through data sharing.

Katya holds a MSc in International Management from the London School of Economics and Political Science (LSE).

Steve Weygandt
National Oceanic and Atmospheric Administration (NOAA)

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

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

Heidi Williams

National Business Aviation Association (NBAA)

Heidi J. Williams joined the National Business Aviation Association in December of 2016 where she serves as the Director, Air Traffic Services & Infrastructure. In her current role, she is responsible for NBAA's policy and coordination with the FAA, state and local officials, and association members relating to air traffic control, air traffic management/design activities, Nextgen, and oversees the NBAA Air Traffic Services at the FAA Air Traffic Control Command Center. Prior to joining the NBAA team, Ms. Williams served as the UAS lead for Lockheed Martin and as Vice President, Air Traffic Services for AOPA. She has been actively engaged in the industry for nearly twenty years and is a commercial pilot and flight instructor.