



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

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BIOGRAPHIES OF PRESENTERS

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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 leading 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.

Kenneth G. Bath
Harris

B.S. Meteorology, Texas A&M University, 1982

M.S. Computer Science, Texas A&M University, 1984

Mr. Bath is currently in his 34th year in Harris weather and aviation programs. He has held progressively more responsible positions in software and system engineering in both civil and defense related meteorological programs. He has experience in all phases of a program lifecycle from applied research and architectural conception, through proposal, design, development, deployment, and maintenance. Mr. Bath currently is the Chief System Engineer of the FAA's Operational and Supportability Implementation System (OASIS-II), and the Lead Engineer of the Harris Weather Data Service (HWDS).

Beth Blickensderfer
Embry-Riddle Aeronautical University

Dr. Beth Blickensderfer is Professor of Human Factors at Embry-Riddle Aeronautical University, Daytona Beach Campus. She has over 15 years of experience in human-machine systems related research and development including experimental design, collecting and analyzing data (both qualitative and quantitative research methods), conducting task analyses, developing and assessing training strategies, developing behavioral human performance metrics, implementing simulation-based training, and measuring team performance. Dr. Blickensderfer has worked with a variety of domains and organizations including the U.S. Naval Surface Warfare and Naval Aviation, U.S. Marine Corps, U.S. Joint Forces, and the FAA. She has also worked with a variety of systems and technologies including unmanned aircraft systems, aircraft data communications/data link systems (for pilot-ATC communication), helmet mounted displays, NexRad weather radar displays, technologically advanced aircraft displays in general aviation, and a wide range of simulation based instructional systems. Prior to joining the faculty at ERAU, she worked as a Research Psychologist in the Human Systems Integration Branch at the Naval Air Warfare Center Training Systems Division in Orlando, FL managing and conducting 6.2 and 6.3 research and development programs. Dr. Blickensderfer earned a M.S. in Industrial/Organizational Psychology and a Ph.D. in Human Factors Psychology from the University of Central Florida.

My greatest contributions revolve around the translation of training science to actual training implementation. I've been intrigued by the gap between training research and practice for many years,

and a portion of my research has been devoted to better understanding this gap, as well as implementing laboratory concepts in the field. While many researchers stay in the lab, and practitioners stay out of the library, my work offers examples of integrating research and practice. Most recently, this has been in the area of aviation weather for general aviation. In addition to the other complexities of flight, general aviation pilots are faced with interpreting complex weather displays and using this information to make decisions under stress. Our research has begun to identify key meteorological knowledge and skill necessary for effective piloting as well as developing valid training techniques to foster the knowledge and skills in time efficient manners. I have been the lead Human Factors psychologist on this interdisciplinary aviation weather team.

Barrett Caldwell
Purdue University

Barrett S. Caldwell, PhD (1990, Social Psychology, Univ. of California, Davis) is Professor of Industrial Engineering (and Aeronautics & Astronautics, by courtesy) at Purdue University. His BS degrees in Aeronautics and Astronautics, and Humanities, are from MIT (1985). His Group Performance Environments Research (GROUPER) Laboratory team studies **how people get, share, and use information well** in tasks including aviation, event response, healthcare, and spaceflight. He is a Fellow and Past Secretary-Treasurer of the Human Factors and Ergonomics Society (HFES). Prof. Caldwell was a 2016-17 Jefferson Science Fellow at the US Department of State, assigned to the Office of Japanese Affairs. He is the Director of the NASA-funded Indiana Space Grant Consortium, highlighting STEM engagement and education in aerospace science and engineering across colleges and universities, outreach centers, and the general public.

Bruce Carmichael
Retired

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.

Joseph Daniele
Leidos Flight Service
No Bio Received

Steve Darr
Dynamic Aerospace

Mr. Darr has experience developing and implementing advanced analytical methods and aviation technology supporting system safety and capacity enhancements. Within RTCA Special Committee 206, he led the development of DO-339 Minimum Aviation System Performance Standards for Aeronautical Information/Meteorological Data Link Services. He presently leads the joint RTCA/Eurocae Combined Surveillance Committee's Weather Surveillance Subgroup, which is developing requirements for reporting meteorological data derived onboard aircraft via the ADS-B

and Mode S datalinks. Mr. Darr has planned, conducted, and directed research for the FAA, NASA, airports, and commercial clients in safety and systems analysis, operations research, concept of operations development, investment decision-making, and strategic planning. He led the technical development and implementation of a research investment feasibility and risk management practice for NASA's Aeronautics Research Mission Directorate, and of a future safety risk assessment methodology for the Commercial Aviation Safety Team. He has experience in the development and implementation of advanced aviation technologies, and in aircraft design, construction, and operation and is currently involved in the development of an optionally-piloted, electrically-powered, compound helicopter. A commercial and military instrument-rated helicopter pilot with single and multiengine airplane ratings, Mr. Darr has extensive flight operations experience, including with human-powered aircraft, as an aircraft owner-operator, and as a pilot in NASA and commercial technology trials. He was a member of the NASA cohort of the ADS-B Team that won the 2007 Collier Trophy. Mr. Darr retired from military service with significant command and staff experience in addition to aviation operations and maintenance management experience.

Rune Duke

Aircraft Owners & Pilots Association (AOPA)

Rune Duke joined the Aircraft Owners and Pilots Association (AOPA) in 2015 and is the Senior Director of Government Affairs, Airspace, Air Traffic, and Aviation Security. 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 RTCA Special Committees, the Performance-based Operations Aviation Rulemaking Committee, various UAS Aviation Rulemaking Committees, and represents AOPA in numerous forums. Rune remains an active pilot, flying out of Frederick, Maryland, every chance he gets.

Matt Eckstein

Delta Air Lines

Matt Eckstein graduated from Auburn University with a Bachelor of Science in Aviation Management, concentrating in the Professional Flight Program. He went on to instruct Auburn Flight students in the University's Part 141 training program, flew passengers in both Part 135 and Part 91 operations, and then began flying the CRJ for Atlantic Southeast Airlines. Matt had a ten year career at ASA which included time as a First Officer, Captain, Check Airman and Event Review Committee member for the Aviation Safety Action Program. He is now a First Officer on the 737 at Delta Air Lines and works as a Project Pilot supporting Delta's Flight Weather Viewer application.

Eldridge Frazier

Federal Aviation Administration (FAA)

Weather Technology in the Cockpit Program Lead Engineer. Next Generation Weather Technology in the Cockpit Program.

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

Mr. Frazier is a subject matter expert for airborne weather technology. He represents the United States as government authorized representative on RTCA Special Committee 206, Aeronautical

Information and Meteorological Data Link Services, which is identifying the Aeronautical Information Services and Meteorological data link services that are envisaged to be implemented within the next decade.

Mr. Frazier has over 30 years' experience in Department of Defense and commercial aircraft systems program, project, and logistics management. He is a certified program manager professional, and his experience includes hands-on avionics integration, aircraft modifications, aircraft power systems, compliance requirements, and FAA Supplemental Type Certificate documentation generation and coordination.

Matt Fronzak
MITRE

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

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

William Gough
National Oceanic and Atmospheric Administration (NOAA)

William Gough - National Weather Service Meteorologist - ZMP Center Weather Service Unit, Farmington, MN, 2011 to present

Bill attended the University of Wisconsin-Madison and received his M.S. in Meteorology from there in 1981. He worked as a senior forecaster for Northwest Airlines 1981-2009 and then for Delta Air Lines 2009-2011. In 1993 he became involved in pilot training at Northwest and then dispatcher training from 1995. Until the Delta/Northwest merger in 2009, Bill taught aviation weather for operations at Northwest and also at KLM in Amsterdam. He was also a consultant for weather customers at Air France, Alaska, Continental, and Southwest Airlines. Since 2011, in addition to his duties as a CWSU forecaster Bill has provided weather training to air traffic controllers at the ZMP ARTCC. He created the prototype for the online Pre-Duty Weather Briefing which is now required daily viewing for air traffic controllers at all FAA ARTCCs.

Tom Guinn
Embry-Riddle Aeronautical University

Thomas Guinn is an Associate Professor of Meteorology and the Coordinator for both the B.S. in Meteorology and B.S. in Operational Meteorology programs at Embry-Riddle Aeronautical University in Daytona Beach, Florida. He joined the Embry-Riddle faculty in 2008 after completing a 22-year

career in the U.S. Air Force as a weather officer, which included assignments in flight-support operations, research, climatology support, weather policy development, and strategic planning. Dr. Guinn received a B.S. in Meteorology from Iowa State University as well as an M.S. and Ph.D. in Atmospheric Science from Colorado State University, through Air Force Institute of Technology sponsorship. Dr. Guinn has taught graduate and undergraduate courses in aviation meteorology as well as undergraduate courses in synoptic meteorology, mesoscale meteorology, dynamic meteorology, and numerical weather prediction. His research interests include aviation meteorology, aviation weather education, as well as tropical cyclone dynamics. Dr. Guinn serves on the American Meteorological Society's Board on Higher Education and has a private pilot certificate.

Kevin Johnston

Federal Aviation Administration's (FAA)

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

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

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

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

Jayde King

Embry-Riddle Aeronautical University

Jayde King is a Doctoral Candidate in the Human Factors and Behavioral Neurobiology Department at Embry-Riddle Aeronautical University, Daytona Beach, FL Campus. Her research experience spans across several domains, including: Aviation Weather, Aerospace, Simulation Training, and Decision Support Tool Design. Currently, Jayde is working under Dr. Blickensderfer as the Lead Graduate Research Assistant in the Applied Cognition and Training Science Lab. She has 5 years of experience supporting research for the FAA Weather Technology In The Cockpit program, NextGen Advanced Concepts & Technology Development Office.

The majority of my research efforts have been applied to understanding the various challenges contributing to the general aviation weather problem. At present, I am in the process of developing and validating a decision support tool for the Aviation Weather Preflight Planning Process. My dissertation research is investigating whether applying decision support tool technology will increase pilots' performance in interpreting aviation weather products and, in turn, improving preflight and inflight performance.

John Kosak*National Business Aviation Association (NBAA)*

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.

Daniela Kratchounova*Federal Aviation Administration (FAA)*

Dr. Daniela Kratchounova is a research scientist at the FAA CAMI's Flight Deck Human Factors Research Laboratory. She has 20+ years of experience as an aviation human factors engineer and research scientist. Her expertise and research interests include aviation weather human factors, future flight deck design, augmented and virtual reality applications, and advanced vision systems.

Michael McPartland*MIT Lincoln Laboratory*

Michael McPartland is a Technical Staff member in the Air Traffic Control Systems Group at MIT Lincoln Laboratory. He received BS, MS, and PhD degrees in Aerospace Engineering from SUNY Buffalo. Michael leads research in the areas of NextGen capabilities such as 4D-TBO and the effects of weather information on these capabilities as well as on UAS autonomy. He is a member of RTCA SC-206, Meteorological Data Link Services, and former sub-group co-chair on Wind Guidance. Prior to joining MIT Lincoln Laboratory, he has had appointments at George Washington University and Harvard Medical School. He has worked in the aerospace industry in the DOD and GA sectors and immediately prior to joining the laboratory as a lead software engineer having produced a variety of certified avionics

Alfred Moosakhanian*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.

M. Patrick Murphy*Federal Aviation Administration (FAA)*

Michael Pat Murphy possesses 25 years of experience in operational forecasting and promulgating policies and requirements to meet the meteorological information needs of aviation decision-makers. Currently he is the manager of the Policy and Requirements Branch in the Federal Aviation Administration's (FAA) NextGen Aviation Weather Division. Mr. Murphy, and the staff of the NextGen Aviation Weather Division, work collaboratively with the FAA's Air Traffic Organization, Aviation Flight Standards Service, and Aircraft Certification Service in conducting the analyses necessary to validate user needs for aviation weather information, develop weather information requirements to meet those needs, and validate the requirements with subject matter experts and through modeling and simulation techniques. This entails assessing the needs and developing the concept of operations and roadmaps for new meteorological services in support of international air navigation, including information for space weather events, volcanic ash clouds, release of radioactive material, meteorological warnings (e.g., SIGMETs), aerodrome observations (e.g., METARs) and forecasts (e.g., TAFs), and World Area Forecast System (WAFS) en-route meteorological significant weather information (e.g., clear air turbulence severity).

Mr. Murphy possesses 20 years of direct professional experience in operational forecasting, including 10 years at the NOAA/NWS Aviation Weather Center, which is one of two ICAO-designated World Area Forecast Centers, and one of three U.S. Meteorological Watch Offices. In this capacity, Mr.

Murphy routinely created and issued every type of aviation weather forecast in the U.S., with over 10 years specifically focused on the relationship between meteorological information and air traffic management, flight operations, and aerodrome operations. He is also knowledgeable about aeronautical information management, communications and navigation related to meteorological information, quality management, safety risk management, and regulatory oversight.

In addition, Mr. Murphy possesses significant experience representing the U.S. at various ICAO and World Meteorological Organization (WMO) meetings and fora. Mr. Murphy serves as the U.S. member to the ICAO Meteorology Panel (METP) and is the Rapporteur of the METP's Working Group for Meteorological Information Service Development. He is the primary U.S. expert on the ICAO METP Working Group on Meteorological Information Exchange and Working Group on Meteorological Operations. Mr. Murphy is also an advisor to the U.S. member on the ICAO Information Management Panel and the FAA lead for the implementation of the ICAO Meteorological Information Exchange Model (IWXXM). Previously, Mr. Murphy was a member of the U.S. delegation to the WMO Commission for Aeronautical Meteorology (CAeM) and a co-chair of the WMO-CAeM Expert Team on Education, Training, and Competence.

Yolanda Ortiz

Embry-Riddle Aeronautical University

Yolanda Ortiz is a doctoral candidate of the Human Factors and Behavioral Neurobiology Department at Embry-Riddle Aeronautical University in Daytona Beach, Florida. She has 5 years experience collaborating with multidisciplinary experts on applied research projects in the areas of: applied cognition, aviation weather, human performance, and autonomous simulation training and development.

Ms. Ortiz currently works in the Applied Cognition and Training Science Lab under the supervision of Dr. Blickensderfer, where she has spent the last 3 years supporting research for the FAA's Weather Technology in the Cockpit program. Ms. Ortiz's current research is focused on developing and validating new cognitive measures to assess GA pilots' aviation weather planning performance. These measures will be used to capture pilots' mental models of what weather they expect to encounter along their route. Ms. Ortiz is also designing and validating a desktop-simulation weather scenario for GA pilots to experience lowering ceiling conditions in flight.

Brandon Pitts, Ph.D.

Purdue University

Dr. Brandon Pitts is an Assistant Professor in the School of Industrial Engineering, Director of the Next-generation Human-systems and Cognitive Engineering (NHanCE) Lab, and Co-site Director of the FAA Center of Excellence on Technical Training and Human Performance (TTHP) at Purdue University in West Lafayette, IN. His research interests are in the areas of human factors, multimodal information processing and interface design, human-automation interaction, and gerontechnology in complex transportation environments. Dr. Pitts has worked on FAA funded projects to understand complexity associated with automated flight management systems and to determine the feasibility of speech recognition technologies to support weather-related communication for GA pilots (part of the PEGASAS Center of Excellence Weather Technology in the Cockpit Project).

Dr. Pitts received a B.S. in Industrial Engineering from Louisiana State University in 2010, and a M.S.E and Ph.D. in Industrial and Operations Engineering from the University of Michigan (UM) – Ann Arbor in 2013 and 2016, respectively. He is also a registered Engineer Intern (E.I.T.).

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.

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

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

John Steventon*Federal Aviation Administration (FAA)***Retired military (1987-2010)**

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

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

FAA 2010-Present

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

Captain Robert P. "Rocky" Stone, Jr.*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 chaired the RTCA Wake Vortex Tiger Team.

Kevin 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. His primary role is coordinating with the Federal Aviation Administration on aviation weather requirements and improving products in support of the aviation community. He 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.

Bob Thomas

Embry-Riddle Aeronautical University

Robert "Bob" Thomas is an Assistant Professor in the Aeronautical Science Department at the Embry-Riddle Aeronautical University's Daytona Beach campus teaching courses relating to flight training, aircraft performance, aviation instructional design, and UAS photography. Bob's research focus has been on flight training, education technologies, flight operations, and assessing pilot knowledge. Bob has experience in broadcast meteorology in both television and radio on local PBS and ABC affiliates.

Bob has 2800 flight hours and holds the following FAA certificates and ratings: Airline Transport Pilot ASEL & AMEL; Gold Seal Flight Instructor ASE, AME, & Instrument-Airplane; Ground Instructor-Advanced; and Remote Pilot-SUAS and is a Flight and Check Instructor under ERAU's 141 Pilot School Certificate. Bob has a Bachelor of Science in Aviation Human Factors with a minor in Atmospheric Science from the University of Illinois. He has a Master of Science in Aeronautics Degree from Embry-Riddle Aeronautical University with concentrations in Aviation Weather and Education Technology. He is currently pursuing his Ph.D. in Aviation from Embry-Riddle Aeronautical University.

Robert "Bob" Thomas is an Assistant Professor in the Aeronautical Science Department at the Embry-Riddle Aeronautical University's Daytona Beach campus teaching courses relating to flight training, aircraft performance, aviation instructional design, and UAS photography. Bob's research focus has been on flight training, education technologies, flight operations, and assessing pilot knowledge. Bob has experience in broadcast meteorology in both television and radio on local PBS and ABC affiliates.

Bob has 2800 flight hours and holds the following FAA certificates and ratings: Airline Transport Pilot ASEL & AMEL; Gold Seal Flight Instructor ASE, AME, & Instrument-Airplane; Ground Instructor-Advanced; and Remote Pilot-SUAS and is a Flight and Check Instructor under ERAU's 141 Pilot School Certificate. Bob has a Bachelor of Science in Aviation Human Factors with a minor in Atmospheric Science from the University of Illinois. He has a Master of Science in Aeronautics Degree from Embry-Riddle Aeronautical University with concentrations in Aviation Weather and Education Technology. He is currently pursuing his Ph.D. in Aviation from Embry-Riddle Aeronautical University.

Bill Watts
Delta Air Lines

Bill Watts graduated from Georgia Tech with a Bachelor of Aerospace Engineering and a Masters of Industrial Management. He spent 5 years in the Air Force as a pilot, instructor and flight examiner. This was followed by 30 years of service with Delta Air Lines as a pilot, instructor, fleet manager and Director of Flight Operations - Technology. After his retirement he was asked by Delta to work as a project manager for weather in the cockpit coordinating with NASA, NCAR and the FAA with turbulence being the initial product.

Matthew Wandishin
National Oceanic and Atmospheric Administration (NOAA)

Matthew Wandishin currently serves as Acting Section Chief of the Forecast Impact and Quality Assessment Section (FIQAS) of NOAA's Earth System Research Laboratory. In this role, he works closely with the National Weather Service, Federal Aviation Administration, and other sponsors to advance aviation weather forecast performance metrics as well as verification and decision support technologies. This includes overseeing activities such as independent quality assessments of aviation weather forecast products, the development of verification techniques to measure product performance in the context of operational decisions, and the development of technologies providing product performance metrics and decision support.

Prior to managing FIQAS, he worked several years as a lead scientist within the group and spent a decade at the National Severe Storms Laboratory in Norman, OK working on ensemble forecast verification.

Matthew holds a Ph.D. in Meteorology from the University of Oklahoma, an M.S. in meteorology from Texas A&M University, and a B.A. in Mathematics from Rice University.

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.