



## **Eldridge Frazier**

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Weather Technology in the Cockpit Program Lead Engineer

Federal Aviation Administration (FAA) NEXTGEN ANG-C61

Next Generation Weather Technology in the Cockpit (WTIC) Program

Mr. Eldridge Frazier is currently the Technical Lead for WTIC Program. He has been with FAA for 13 years, and prior to FAA he was the system engineer for the NASA Glenn Research Center Weather Accident Prevention Project.

Mr. Frazier lives in Smithsburg, MD and 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 standard that are envisaged to be implemented within the next decade.

Mr. Frazier has over 50 years' aviation experience in United States Air Force and commercial aircraft systems programs, projects, 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.



## **Steve Abelman**

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Steve Abelman has over 30 years of experience directly supporting aviation weather research, transition of research to operations, and direct weather analysis/forecast support for a wide range of aviation stakeholders. Mr. Abelman is currently an independent contractor supporting American Airlines as an aviation weather subject matter expert and the FAA's Weather Technology in the Cockpit (WTIC) program. He is co-coordinating an RTCA sponsored task developing standards for an Airborne Reroute Information Service to improve flight crew participation in Collaborative Decision Making. From 2016-2020, Mr. Abelman was the Manager of Weather Technology for American Airlines, leading the effort to integrate the latest and most relevant weather technology into American Airlines (AA) flight, dispatch, and ground operations. 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 WTIC 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.



## **Mike Oberle**

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I have 33 with Delta/Pan Am combined, 23 years as a Dispatcher all as International qualified. I have been a safety Investigator for Delta's DSAP program for 9 years and I am also a relief International Senior (Chief) dispatcher. Before Dispatch I worked in Delta's Navigation analyst group as support for dispatch and previous to that I worked at LGA Shuttle in Ramp tower.



## **Peter Felsch**

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Meteorologist in Charge CWSU Los Angeles 2011 to Present

Peter started his career with the National Weather Service in 1985 as a Meteorologist Intern at the National Weather Service Forecast Office in Redwood City, CA. He worked as an Agricultural Meteorologist and became the Meteorologist In Charge at the Weather Forecast Office in Santa Maria, CA from 1990 to 1994. The Modernization of the National Weather Service in the mid 90s opened up the opportunity for Peter and his family to move to Missoula MT, where he became the Warning Coordination Meteorologist from the end of 1994 to early 2011. Peter became the Meteorologist in Charge of the CWSU Los Angeles in February 2011. At the CWSU, Peter manages IT, operational forecast and aviation outreach programs, and supervises three meteorologists who support the FAA at the ARTCC ZLA. Peter plans to retire in June 2023.



## **Ryan Gumm**

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Ryan Gumm is the Vice President – Operations & Customer Center for Delta Air Lines.

At Delta, Mr. Gumm has oversight of Delta's world-wide operations. This responsibility is rooted in safety, reliability, and customer focus to ensure the desired operational results are achieved. There are 30 divisions of the airline represented in the OCC which must be in complete coordination to achieve the industry leading results that Delta is well known for. Ryan is not only responsible for the OCC; in this role he is responsible for the close collaboration with the leadership ranks to ensure a culture of cooperation is achieved between divisions. This includes critical planning, execution, and follow up lessons learned to ensure the teams drive improvements that result in continued industry leading operational results. Ryan also serves as a pilot on the 757/767 aircraft where he regularly gets to experience the front-line operation, his true passion.



## **Gene Kim**

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After proudly serving in the United States Marine Corps Reserves, Gene Kim began his aviation career with Korean Air in 1991. In the three decades since, Gene has worked in various Dispatch and Dispatch Management positions at Polar Air Cargo, United Airlines, and Air Tran Airways. He played an integral role in the successful integration of the AirTran SOC into what was then the Southwest OCC after the acquisition of AirTran. He was a key player on the Leadership Team that turned the OCC from a Dispatch-centric department into the Network Operations Control (NOC), a multi-disciplined, industry-leading operations center that balances commercial and regulatory operations. Gene went on to hold several Leadership roles at Southwest Airlines on the NOC and Ops Strategy Teams and at Amazon Air, where he built and led their Network Control Center. He currently serves as the Senior Director Dispatch & Regulatory Operations.

Gene has a degree from Old Dominion University, earned basic flight training and FAA certificates from Sierra Academy of Aeronautics, and is a graduate of Southwest's Manager In Training II Program.



## **Andrew R. Lacher**

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Chief Technologist for Future Airspace Operations  
Intelligent Flight Systems, NASA Langley Research Center

Mr. Lacher is Chief Technologist for Future Airspace Operations in the Intelligent Flight Systems organization at NASA's Langley Research Center where works on the safe operational integration of new aviation technologies. He is a subject matter expert on the safe and secure operations of unmanned and autonomous systems.

He was the Director of the Aerospace Systems Research Center at Noblis and was the Senior Manager for Autonomous Aircraft Integration at Boeing working with the NeXT team. Before that, he was the Autonomous Systems Integration and Adoption Lead for The MITRE Corporation where he worked for 30 years. In his MITRE career in addition to his unmanned and autonomous systems work, he was a founding member of the Collaborative Decision-Making working group; supported the Joint Planning and Development Office (JPDO); and worked on a variety of ATM research projects. Mr. Lacher took a break from his MITRE career and was an information technology consultant for small airlines and worked on satellite-based asset tracking. He has experience with unmanned vehicles, technical standards development, software assurance, trustworthy autonomy, research planning, modeling and simulation, aviation rulemaking, safety risk assessment, ATM operations, airline operations, and operational decision-making.

Mr. Lacher has served on a number of research advisory boards and standards bodies including the National Academy of Sciences' Aeronautics and Space Engineering Board and the Federal Aviation Administration's RE&D Advisory Committee. He has contributed to Aviation Rulemaking Committee recommendations and several National Academy of Science studies related to aerospace. He has over 35 published papers, studies, and reports in the public domain. Mr. Lacher is an Associate Fellow of the AIAA where he is active on the Intelligence Systems Technical Committee. He has a BS in Electrical Engineering and an MS in Operations Research both from The George Washington University.

Contact: [Andrew.R.Lacher@nasa.gov](mailto:Andrew.R.Lacher@nasa.gov), 703-946-6050 mobile

## **Ben Shermer**

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Ben Shermer serves as the Director of Flight Control in the Operations Control Center at Delta Air Lines. Beginning his aviation career as a flight instructor, Ben has over 30 years in aviation having worked for several Part 135, 121 Supplemental and Part 121 Carriers in different capacities including Aircraft Dispatcher, Chief Dispatcher, Operations Manager and Duty Director. Ben currently oversees the worldwide Dispatch Operation for Delta with over 300 Licensed Dispatchers as well as training and support for Delta's Joint Venture partners KLM, Air France and Aeromexico.





## **TJ Doyle**

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TJ Doyle MD MPH is the Medical Director for the STAT-MD Ground Based Medical Support Service. Dr. Doyle has been providing Airline Medical Consultation services for 22 years. He has performed over 20000 inflight medical consults. Dr. Doyle completed Residency in Emergency Medicine at the University of North Carolina Chapel Hill. He also completed an EMS Fellowship at the University Of Pittsburgh.

Dr. Doyle is Board Certified in Emergency Medicine and Subspecialty Board Certified in Emergency Medical Services. Dr. Doyle is a member of IAMA and the Aerospace Medical Association. Dr. Doyle is a Clinical Associate Professor of Emergency Medicine at the University of Pittsburgh School Of Medicine.



## **Joe Heins**

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Joe was born and raised in upstate New York and entered the Marine Corps upon graduation from High School. While in the Marines Joe served around the globe in various roles, most prominently as a fighter pilot, and flew the A-4 Skyhawk, F-4S Phantom II and the F/A 18 A/B/C/D. During his tour Joe served as the head of the Marine Corps Weapons and Tactics for the F/A 18. He attended the US Navy Test Pilot school, and prior to retirement, Joe served as the Chief Test Pilot for the US Navy's strike fighter test squadron.

Joe joined United Airlines as a commercial airline pilot and flew the B737 airplane out of Chicago's O'Hare airport. He moved to the United Flight Training Center and served as an instructor pilot and in training syllabus development. Joe joined United Test Pilot team in the Technical Operations Department, before transferring back to Flight Operations as the Senior Manager of Flight Test, Director of Strategy and Flight Test, and served as the Managing Director of Flight Test, Technology and Engineering for United. He is current and qualified as a Flight Test Captain on the Boeing 737, 757, 767, 777 and 787 airplanes.

Joe was promoted to Vice Present of Network Operations for United in the spring of 2022.

Joe is graduate of Southern Illinois University with a BS in aviation management, and a graduate of the US Navy Engineering Test Pilot School.



## **Gary Zeman**

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Gary Zeman – Managing Director – NOC – Flight Dispatch United Airlines

Gary started his airline career with Braniff Airlines in 1988 and worked for Continental Express and Continental Airlines before joining United Airlines as a Flight Dispatcher in 1995. He has served in a variety of roles within the NOC over the years including Senior Manager Dispatch Operation, Director Training, Support, Standards, and QA, and Network Director. Most recently Gary serves as the Managing Director of Flight Dispatch with oversight of the Flight Dispatch Department, NOC Business Resumption, Meteorology, and Centralized Load Control.

Gary has been married for 27 years and he and his wife Coco have 3 children. Away from the office, Gary enjoys golf, rooting for the Kansas City Chiefs and Royals, and spending time with friends and family.



## **Michael Karrels**

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Michael has worked in the airline industry for 16 years all as a flight dispatcher. Michael started his dispatch career in 2006 with Pinnacle Airlines in Memphis Tennessee. He was hired by Northwest Airlines in November of 2006 and became a Delta Employee through the merger in 2009. Currently, Michael is a Flight Control Supervisor at Delta Air Lines where his primary responsibility is to oversee the flight planning system. Michael is also a member of a few FAA committees including the NOTAM Modernization and Flow Evaluation Team. At Delta, Michael is qualified as a System Operations Manager, Senior System Operations manager, and Duty Director.



## Ruth Stilwell

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Dr. Ruth Stilwell is the Executive Director of Aerospace Policy Solutions LLC, adjunct faculty at Norwich University, and one of the world's leading authorities on integrated space and aviation policy and governance. Her policy work focuses on accommodating new technologies and new entrants in civil airspace including the development of systems for upper class E traffic management (ETM) and Space Traffic Management (STM). Coauthor of *Introduction to Spaceports: Runways to Space*, and contributing author to *Global Space Governance*, Dr. Stilwell has also authored books on ATC Funding and the value of distributed infrastructure in risk mitigation.

A 25-year air traffic controller, experienced labor leader and policy expert, Dr. Stilwell is also an accomplished researcher and lecturer. Her numerous publications and presentations, which cover a wide range of space and aviation, public safety, human factor, administration, financing, and industry reform topics, have influenced key U.S. legislation and in many cases been required reading for administration officials. Dr. Stilwell's specific areas of expertise include: integrating commercial space operations in civil airspace; projecting air traffic controller retirement and staffing requirements; FAA funding and financing structures; workers' rights and more.

Dr. Stilwell served from 2010-2015 as the industry expert representing air traffic controllers on the International Civil Aviation Organization (ICAO) Air Navigation Commission. Her air traffic control experience includes 25 years of operational duty at the Miami Air Route Traffic Control Center, two years as liaison to the FAA Requirements Service, and six years as Executive Vice President of the National Air Traffic Controllers Association.

The founding chairperson of the Air Traffic Services Committee of the International Transport Workers Federation, a position she held for four years, Dr. Stilwell currently serves on the Technical Committee on Human Spaceflight Safety of the International Association for the Advancement of Space Safety, which is working to develop safety guidelines for human commercial spaceflight.

Dr. Stilwell earned her BA in Labor Studies at the National Labor College and her MPA and DPA at the University of Baltimore.



## **Phil Brooks**

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Phil Brooks, Jumpseat Coordinator for the ADF, has been a Dispatcher with United Airlines since 1999. Previously he was a Shift Manager at Emery Worldwide Airlines. A commuter from day one at United (and also PAFCA-UAL's Jumpseat Coordinator), he has a vested interest in the cockpit jumpseat privilege. Phil maintains the (members only) Jumpseat section of the ADF website with updated information gleaned from his own travels, and from ADF members and airline industry contacts.

He has been employed in the airline industry for 41 years, and received his Dispatch Certificate in 1992. A lifelong fan of the airline industry, he is President of the World Airline Historical Society, and has contributed articles and photographs to several aviation publications. A Private Pilot since 1982, he also comes up with the monthly VOR quiz on the ADF website.

Phil and his wife Pam live near Brickyard VOR (of course), outside of Indianapolis, and have twin daughters, and three grandchildren.



## **Taylor Cornwall**

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Taylor is a Partner in McKinsey's Dallas office with 15 years of consulting experience delivering transformation across travel, logistics, and aerospace clients. He has worked with airlines in North America, Europe, the Middle East, and South America, with a focus on network design, operational reliability, and cost efficiency topics. In recent years, he has partnered extensively with operations control and dispatch leaders on both process and digital levers to manage increasing levels of disruption as well as the complexity created by COVID. He currently leads McKinsey's efforts to support operational efficiency and reliability at travel companies globally. He holds an M.B.A from the Tuck School of Business, and a B.A. from Dartmouth College. Taylor currently lives in Dallas with his wife and two young daughters.



## **Gordon Bell**

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Gordon Bell is the Director of Dispatch at Allegiant Air and has been in his current position for 6 years. Prior to this role, Mr. Bell held multiple positions in Ground Operations, Inflight, and Dispatch. Previous to his 10 years with Allegiant Air, Mr. Bell graduated from Embry-Riddle Aeronautical University with a Bachelors in Air Traffic Management. In his free time, Mr. Bell enjoys golf, tennis, and saltwater fishing.





## **William A. Cranor Jr. (Bill)**

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Over the years at ADF and around the industry people have often joked "How many airlines has Bill worked for?" and "what airline is Bill at now?" Well..Bill came out of retirement and joined Connect Airlines in May 2021 to obtain FAA certification of the airline's FAR121 Integrated Operations Control Center including development and implementation of manuals, technologies, training programs, hiring and qualification of Dispatchers.. Currently Connect is in Phase 4 of certification - Proving flights.

Bill began dispatching in 1989 at Pilgrim Airlines/Business Express Airlines and has previously held senior leadership positions at Passur Aerospace, United, JetBlue, Continental, US Airways and was the Chief Dispatcher at Midwest Express. Designed and obtained FAA certification of the Dispatch offices at Skyway (Single Level of Safety FAR135 to 121) and start-up Kiwi Air Lines. Led the design and development of the airline operations liaison position working in the FAA Air Traffic Systems Command Center (ATCSCC) for the Air Transport Association (now A4A) and he was responsible for International ATM, aviation safety and security for the Americas/North Atlantic regions at the International Air Transport Association.

Bill was a founding member and leader of Collaborative Decision-Making work groups and Industry lead. Industry lead in several major airspace redesign activities. He was active in the Airline Dispatchers Federation including serving on the board and numerous working groups and teams.

Bill is Married to Tiece Harman, a Dispatcher, and they have 2 grown children and along with their miniature toy poodle Sophie, enjoy traveling around in their motorhome.

## William Leber

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William S. Leber is a retired Airline Operations expert who spent most of his career with Northwest Airlines and Delta Air Lines. He was a participant in the Collaborative Decision Making (CDM) efforts since the early 90's where he was a contributor to the development and implementation of numerous AOC and CDM initiatives. He had 30+ years of air traffic management experience coordinating with FAA and other ANSP's in the Atlantic and Pacific regions. He was a Chief Flight Dispatcher and worked for Northwest Airlines for 27 years. He was a member of the FAA's REDAC - NAS Operations Subcommittee where he Co-Chaired the Weather - ATM Integration Work Group producing, 2007, The Weather ATM Integration Report. He was Chair of the CDM Future Concepts WG and Co-Chair of ATA's overall CDM effort from 2001 to 2004. He was a Co-Chair of the National Academies of Sciences, Engineering, and Medicine, Committee to Review the FAA's Certification Research Plan. Published, 2015, Transformation in the Air: A Review of the FAA's Certification Research Plan for NextGen. He is a former President and Co-founder of the Airline Dispatchers Federation a non-union professional association. He holds a B.S. in Aeronautical Administration from St. Louis University and Aircraft Dispatcher and Pilot certificates. He also served Lockheed Martin's CATM Practice and PASSUR Aerospace as a Vice President.