

**Spring 2022 FPAW Plenary Meeting Chat Log**  
**Session 2**  
**Wednesday, April 20, 2022, 0800-1200E**

[4/20 8:03 AM] Siegel, Joel [USA]

Good morning, Chatroom monitors! We would request to please interrupt us if we have a question/comment in the chat. We would like to be sure we capture the conversations going on virtually along with the conversation here in person. Thank you!

[4/20 8:03 AM] Dr. Brian Pettegrew  
Roger that Joel.

[4/20 8:05 AM] Ryan, Thomas E-CTR (FAA)  
Brian, for the next presentation (at 1100) would you please hold off questions until the end?

[4/20 8:06 AM] Dr. Brian Pettegrew  
Ryan, Thomas E-CTR (FAA), yes, can do

[4/20 8:06 AM] Ryan, Thomas E-CTR (FAA)  
Thank you, sir!

[4/20 8:23 AM] Lt Col Williams (AF/A3W)  
Is anyone else seeing the slides in Teams?

[4/20 8:24 AM] Meredith Carroll  
I can see them.

[4/20 8:24 AM] Dr. Brian Pettegrew  
Lt Col Williams (AF/A3W) , yes, we are able to see the slides in teams

[4/20 8:24 AM] Lt Col Williams (AF/A3W)  
Thanks, my issue then

[4/20 8:25 AM] Johnston, Kevin L (FAA)  
So United has a performance metric that tracks turbulence and \$\$ savings? Is that routinely available?

[4/20 8:26 AM] Dr. Brian Pettegrew  
Johnston, Kevin L (FAA), yes. I think Tammy would have more information on this.

[4/20 8:27 AM] Flowe, Tammy (FAA)  
Kevin - I know DAL tracks it, but it's not something that is shared openly. At least the details aren't provided.

[4/20 8:28 AM] Polderman, Nathan  
(Johnston, Kevin L (FAA)So United has a performance metric that tracks turbulence and \$\$ savings? Is that routinely available?)

No, we do not have such a metric to my knowledge. I believe the speaker mentioned this in reference to Delta Airlines.

[4/20 8:32 AM] Steve Arbogast  
How often is the GTG Nowcast Forecast updated?

[4/20 8:32 AM] Dr. Brian Pettegrew  
GTGN is still an experimental product, but it updates every 15min

[4/20 8:33 AM] Michael Splitt  
We can have standards for ASOS but not for turbulence?

[4/20 8:35 AM] Dr. Brian Pettegrew  
Flowe, Tammy (FAA), would you mind responding to Michael Splitt regarding standards for turbulence reporting?

[4/20 8:36 AM] Flowe, Tammy (FAA)  
Actually, GTGN updates hourly, but provides 15 min increments

[4/20 8:37 AM] Flowe, Tammy (FAA)  
Michael= it's a tough nut to crack, but we are working on the issue in RTCA. Email me and I'll give you more details. We could always use additional experts on the working group.

[4/20 8:50 AM] Polderman, Nathan  
The speakers in the room are cutting in and out  
like 1

[4/20 8:51 AM] Meredith Carroll  
The same is happening on Teams too.

[4/20 8:52 AM] Claudia V McKnight  
Still?

[4/20 8:52 AM] Meredith Carroll  
It seems fine right now. Was intermittent before.

[4/20 8:52 AM] Polderman, Nathan  
Sorry...that's what I meant. Cutting in and out for those of us on Teams. I believe this happens when feedback is picked up from open mics of others on Teams

[4/20 8:53 AM] Claudia V McKnight  
People are doing good at keeping muted. Is it coming through clearly now?

[4/20 8:53 AM] Meredith Carroll  
Yes.

[4/20 8:54 AM] Polderman, Nathan  
Sounds good now...thx

[4/20 9:00 AM] Dr. Brian Pettegrew

Dr. Ian Johnson (FAA WTIC), your hand went up immediately after your presentation, do you still have a question?

[4/20 9:32 AM] Dr. Brian Pettegrew

If you have additional questions for this session, please put them here and I'll capture them

[4/20 9:32 AM] Siegel, Joel [USA]

Thanks Brian. Read my mind!

[4/20 9:39 AM] Eick Donald

Not to downplay the AOPA Nall report; however, NTSB environmental factors or weather related accidents are a lot higher than indicated. Part 91 general aviation accidents are averaging 1,300 accidents per year (2008-2020), with over 300 of those weather-related or 23%. Fatal weather related accidents are averaging 68 events per year and account for 29% of the total fatalities and the highest fatal cause factor!

[4/20 9:39 AM] Eick Donald

Don Eick, NTSB

[4/20 9:44 AM] Jeff Arnold - Leidos (Guest)

Mr. Eick, Can you forward me your email address so I can ping you for more info on your post above?

Tks -Jeff Arnold, Leidos Flight Service

[4/20 9:57 AM] Eick Donald

eickd@ntsb.gov

[4/20 10:08 AM] Eick Donald

Severe weather is rarely encountered in Part 121 operation, mostly due to meteorology and dispatch. Severe convection, hurricanes, high wind events, severe icing SLD conditions, etc. are not events where Part 121 operations should be operating. A statement like what does weather matter we're going to go anyway is a term a lawyer loves to hear with a big payoff!

like 2

[4/20 10:13 AM] Siegel, Joel [USA]

Can I ask that those with questions put them in the chat and we will try to get back to them when we wrap up the session, please? I want to be sure that we have enough time to make it through the last two conversations.

[4/20 10:14 AM] Steve Arbogast

As a supplemental data provider. We offer both digital and "hands on briefs with our Meteorologists". I would say we have experienced a much more digital trend toward the digital. I believe this due to the ease of access, the new generation of Pilots, their skill levels and the plain economics of it.

[4/20 10:14 AM] Dr. Brian Pettegrew

Thanks Joel. I'm capturing any comments/questions from virtual participants

[4/20 10:14 AM] Jeff Arnold - Leidos (Guest)

Is there an opportunity to reach out to the DPE's & FAA pilot examiners to place an additional emphasis on weather during the certification/checkride process?

[4/20 10:17 AM] Michael Splitt

Knowledge of frontal systems is noted as important. But in practical application I use the AWC GFA METAR focus to look at METAR and radar. But the fronts are not there and even so (do to the 3 hourly nature of those analyses) won't be where they are most recently indicated. This is an additional level of abstraction for the pilots. Fronts are important, we put them on a separate product than where the surface obs are, and the fronts/thoughts, etc., are old. I find this frustrating as an educator (but know the issues involved with potentially solving this) and I can imagine that this is difficult for the novice aviator to deal with. I think this may really impact the application of theory to a real situation. Where are the storm, where is the icing, etc.. Can you tell this is a pet peeve?

[4/20 10:31 AM] Prott, Frances M (FAA)

<https://faasafety.gov/gslac/ALC/CourseLanding.aspx?clD=683>

Conducting Preflight Self-Briefings for Student & VFR Pilot

[4/20 10:32 AM] Eick Donald

AC 91/92 Pilot's Guide to a Preflight Briefing dated 3/15/2021

[4/20 10:32 AM] Steve Arbogast

Would the Wings course be a good fit for Dispatchers?

[4/20 10:35 AM] Prott, Frances M (FAA)

Steve Arbogast - Absolutely.

[4/20 10:36 AM] Prott, Frances M (FAA)

The upcoming IFR course will probably be better, but the student/VFR is a good baseline.

[4/20 10:37 AM] Matt Fronzak

Props to Siegel, Joel [USA] for being an effective multi-tasking FPAW Session Lead!!!

[4/20 10:44 AM] Fabian Kluessendorf (Airbus US) (Guest)

Isn't weather information translation relating to the application of individual performance limits to the information? (rather than e.g. just reading out a METAR?). I'm thinking about vehicle-customized weather reports.

[4/20 10:46 AM] Matthias Steiner (NCAR) (Guest)

Agreed, the weather impacts are specific to a particular operation & depend on the type of aircraft utilized, etc.

[4/20 10:58 AM] Eick Donald

Subject matter experts, a meteorologist and hopefully an aviation meteorologist is the best authority to teach weather. Most pilots don't have the knowledge background or experience for that subject. CFI's noted.

[4/20 10:59 AM] Eick Donald

Weather ground school.

[4/20 10:59 AM] Rhonda Moore (Guest)  
Turn off the mic.

[4/20 11:00 AM] Matt Fronzak  
I'd love to verbalize this, but in the interest of time I won't. The word "translating" is very important and not fully appreciated. In the context of Aviation Weather, and specifically ATM-Weather Integration, translation means turning weather information into a NAS Constraint (i.e., CWAF, TWAF) or a Threshold Event (i.e., the upcoming wind shift that is going to produce > 10 knots of tailwind on the current runway in use). It does not mean decoding a TAF into plain language. More info this afternoon in the NextGen Weather - Past session.

[4/20 11:00 AM] Eick Donald  
Part 121 weather accounts for 38% of the accidents.

[4/20 11:00 AM] Joe Bracken  
what are the percentages for 135, and 91 Don?

[4/20 11:01 AM] Eick Donald  
Don't have Part 135 off the top of my head. Part 91 weather-related is 23% with fatal events at 29% of the total accidents.

[4/20 11:02 AM] Dr. Brian Pettegrew  
Siegel, Joel [USA], can you pass your email to me? I have outstanding questions/comments documented

[4/20 11:21 AM] Paul Freeman (Guest)  
What's the real-world effect of 5G on aircraft? What happens to radalt operation if you're flying into an 'unprotected' airport with a 5G tower nearby?

[4/20 11:29 AM] Matthias Steiner (NCAR) (Guest)  
How much experience have we gained so far with real-world operations that experienced safety-critical situations because of 5G interference?

[4/20 11:31 AM] Eick Donald  
Does the FAA know how many airports have 5G restrictions right now from aircraft conducting instrument approaches?

[4/20 11:34 AM] Mark Zettlemyer (NWS) (Guest)  
<https://www.faa.gov/5g>

[4/20 11:36 AM] Paurus, Joshua  
Just an example of current NTM in effect for us at MSP: MSP 01/316 MSP AD AP RDO ALTIMETER UNREL. AUTOLAND, HUD TO TOUCHDOWN, ENHANCED FLT VISION SYSTEMS TO TOUCHDOWN, HEL OPS REQUIRING RDO ALTIMETER DATA TO INCLUDE HOVER AUTOPILOT MODES AND CAT A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED EXC FOR ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVES 2021-23-12, 2021-23-13 2201190501-2401190501

[4/20 11:40 AM] Matthias Steiner (NCAR) (Guest)

Ryan, Thomas E-CTR (FAA) do you want Matt to handle in-person questions & either Dave Strand or Brian Pettegrew the chat room questions?

[4/20 11:50 AM] Fu, Alex (FAA)

Is it possible to compare severities of interferences from 5G (and what not) in urban vs. rural?

[4/20 12:01 PM] Dixon, Douglas (FAA)

We haven't conducted any rural vs urban comparisons. It really comes down to the proximity of the antenna to the aircraft and the susceptibility of that particular aircraft to the interference. Because of our collaborative efforts with the telcos, there are some rural airports that have antennas quite close and some urban airports that have protections in place due to the impact restrictions would have at that airport.

[4/20 12:04 PM] Polderman, Nathan

FYI...whomever is sharing their screen at the moment may want to click "stop sharing".

[4/20 12:05 PM] Matt Fronzak

Polderman, Nathan thank you!