# Weather Community of Interest (COI) Update

Presented to: Friends and Partners of Aviation Weather

By: Randy Bass and Alfred Moosakhanian

Date: April 30, 2024

Federal Aviation Administration

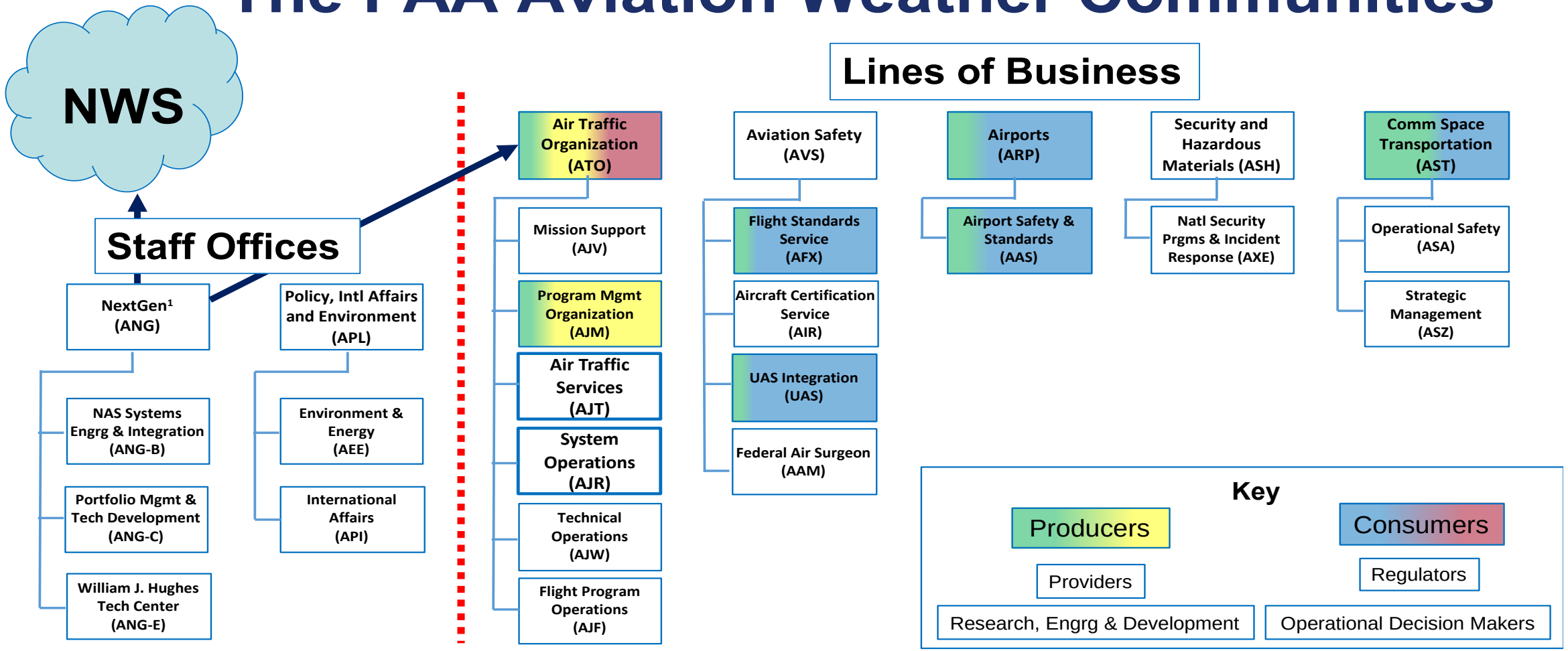
# Today's Agenda

- Why, What and How (By the Numbers)?
- Since We Last Met
- Strategic Planning Team (SPT) Update
- Current Problem Statements
- Deeper Dive into a Problem Statement
- Wx COI and FPAW: Update on Formal Relationship
- Q&A

- Wx COI Leadership Update

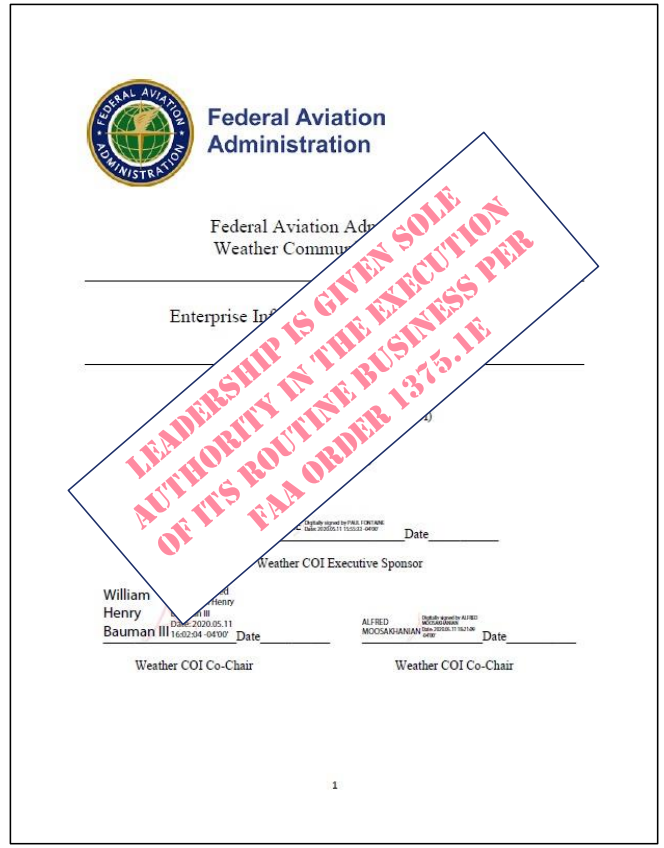
# Wx COI: *Why?*

## The FAA Aviation Weather Communities




[1]The Assistant Administrator – NextGen is the ICAO U.S. Met Authority

# Wx COI: *What?*




- Formal FAA body (Order 1375.1F), with Executive Sponsor, Co-Chairs and Secretariat/Contract Support
- 45-55 persons from across the FAA attend the near-monthly plenary meetings
- 75+ persons from the FAA, other government agencies, FFRDCs and FAA contractors actively participate in Wx COI working groups
- Successfully and effectively promotes collaboration, communication, and sharing of weather information among FAA organizations, and with other Federal agencies, industry, and international partners
- Resolves and/or mitigates mission-specific, data and information sharing challenges across the weather enterprise
- Ensures appropriate access to, along with availability and consistency of, weather information
- Identifies and assimilates operational and business needs for weather information in the NAS

[1]A Community of Interest (CoI) is a group of people whose goal is to further a common cause by sharing wisdom, knowledge, information, or data, and interactively pursuing informed courses of action.

# Wx COI: *How? (By the Numbers)*

- First plenary meeting: **July 21, 2020**
- Number of plenary meetings since then: **42**
- Average number of participants/plenary meeting: **45-55**
- Number of Problem Statements submitted: **67**
- Number of SWATs created: **12**
- Number of SWATs currently active: **8 (plus 2 in hibernation, 2 disbanded)**
- Number of Problem Statements closed: **36**
- Number of briefings given by external organizations: **14** (ICAMS, NOAA/NWS x 2, MIT LL, NCAR, A4A, AOPA, MITRE, ALPA, NBAA, ADF, VFS, NATCA, Spaceport America)
- Number of briefings given by internal organizations: **15** (Info-Centric NAS [ANG-3], PS Lifecycle [Wind SWAT], Analyzed Weather [Standards & Policy SWAT], SFO MSFS [ANG-C6], Flight Service [AJR-B1], PIREP Research [CAMI], PADWOS [Wind SWAT], ONA Intake Process [Standards and Policy SWAT], Performance Based Weather [AFS], Digital Twins Concept for Weather [ANG-B1], WMSCR [AJM-33]), FAA Emergency Management [AXE-500], Weather Camera Program [AJR-B200], NextGen NAS Modernization [ANG-1], Airport Cooperative Research Program [AAS-100]

# Wx COI: *Since We Last Met…*

- May 2024
  - Briefing from Stephanie Supko and Alex Naar (AXE-500) titled *"Emergency Preparedness and Response, AXE-500 Overview"*
  - One new Problem Statement (PS) (FAA Future Weather Radar Needs for NOAA Radar Next program)
- June 2024
  - Briefing from Cohl Pope (AJR-B200) titled *"FAA Weather Camera Program"*
- August 2024
  - Briefing from Paul Fontaine, Assistant Administrator – NextGen (ANG-1) titled *"NAS Modernization"*
- September 2024
  - Briefing from Don Harper, Coordinator ACRP (AAS-120), titled *"Airport Cooperative Research Program"*
- October 2024
  - Briefings on three closed PSs that have transitioned outside of the Wx COI: JAWS (Jason Baker/ANG-C63), Volcanic Ash (Karen Shelton Mur/ANG-C64, SFO Marine Stratus (Brandon Smith/ANG-C64)
  - Two new PSs from Joel Siegel (AJW-121) regarding AWOS sensor malfunctions, non-AWOS/ASOS weather observation system approvals (both still being processed)

# Update: *Wx COI Strategic Planning Team (SPT)*

- SPT officially stood up in early CY2024
- Michelle Whitcher/ANG-C64 and John Steventon/AFS-410 (and FPAW Steering Committee member) are the co-leads, while Rogan Flowers/AUS-410 is technical advisor
- Ashleigh Johnson/AvMet Applications is the secretariat

- MITRE FAA Weather Strategy project kicked off, Michelle Whitcher is the FAA project lead
- Earlier this month, the SPT was engaged by the MITRE project team to provide input about the developed Goals and draft Objectives, via two excellent Mural sessions
- The MITRE project team has begun incorporating the feedback of the SPT and modifying the draft Objectives accordingly

# Wx COI: *Current Problem Statements (1/4)*

| PS # | Submitter | PS | SWAT | Status |
|---|---|---|---|---|
| 9 | AFS-200, -400 | Missing METAR elements at airports without CWOs | Standards/Policy | A5 |
| 10a | NATCA | Precipitation information not on controller primary display for areas not serviced by weather radar (i.e., OPC) | Systems/Comm | A5 |
| 11 | ANG-B | Unknown impacts of improved weather info on NAS | Wx Impact Metrics | |
| 16 | AIR | Operation of some aircraft turbine engines in greater than light-moderate snow | Winter Wx/Deicing | A5 |
| 21 | AIR | Operation of some icing-certified aircraft in –ZR/-ZL | Winter Wx/Deicing | A5 |
| 31 | AJM-33 | Imprecise winter weather precipitation phase analyses and forecasts | Winter Wx/Deicing | A4 |
| 32 | AJM-131 | PIREP formatting and encoding issues | PIREPs | |
| 33 | AJM-131 | FAA lacks national coordination and synchronized approach to PIREP modernization | PIREPs | |
| 34 | AJM-131 | PIREPs do not get to WMSCR, are not widely disseminated | PIREPs | |

# Wx COI: *Current Problem Statements (2/4)*

| PS # | Submitter | PS | SWAT | Status |
|---|---|---|---|---|
| 36 | AFS-200, -400 | Web-base RVR information when ATCT is closed | Systems/Comm | A6 |
| 40 | AFS-200, -400 | Runway and taxiway excursions due poor reporting | PIREPs | |
| 41 | AJM-131, NATCA | Lack of integration of dynamic weather products onto controller workstations | Systems/Comm | A5 |
| 43 | AFS-200, -400 | Lack of approved weather standards, certification process for 3rd party weather providers and SDSPs | UAS (Primary) Standards/Policy (Secondary) | A5 |
| 44 | ANG-C6 | Lack of resolution of observation and forecast information in support of UAS operations | UAS | A5 |
| 47 | AJI-1 | Inability to modify submitted PIREP | PIREPs | A4 |
| 48 | AFS-220 ANG-E282 AIR-600 | Inability of ASOS/AWOS to report multiple precipitation types | Winter Wx/Deicing | A4 |

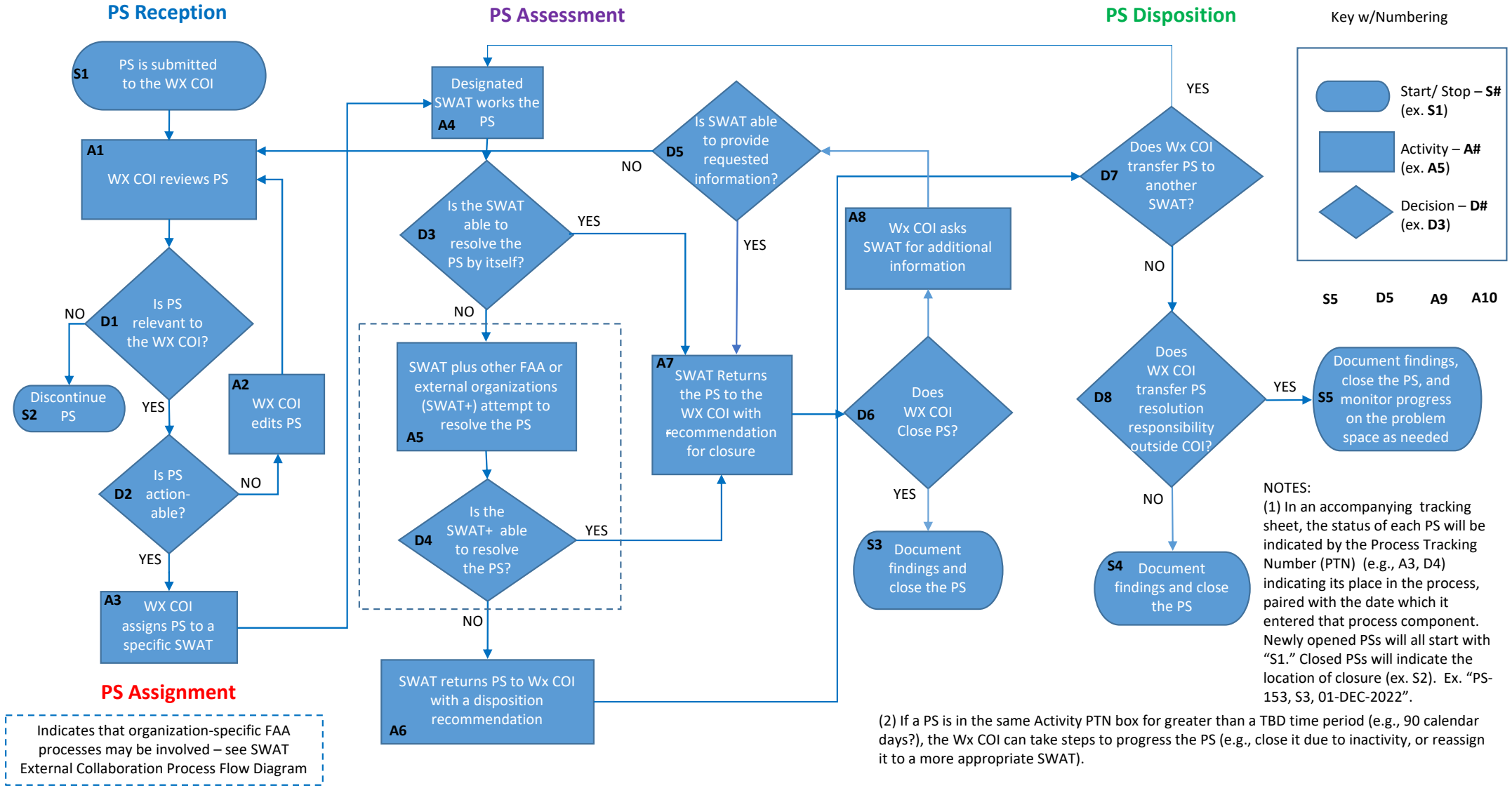
# Wx COI: *Current Problem Statements (3/4)*

| PS # | Submitter | PS | SWAT | Status |
|---|---|---|---|---|
| 49 | AFS-220<br>ANG-E282<br>AIR-600 | Erroneous freezing mist/fog and snow in METARs | Winter Wx/Deicing | A4 |
| 54 | ANG-C64 | Expansion of ASOS Ceilometer maximum height measurements to FL250 | Standards/Policy | A4 |
| 55 | AFS-200, -400 | Wet and dry snow differentiation in aircraft takeoff performance assessment | Winter Wx/Deicing | A4 |
| 57 | AFS-200, -400 | Use of LWE for precipitation intensity determination | Winter Wx/Deicing | A4 |
| 58 | AIR-714 | Need for 4-D visualization of weather along aircraft flight path pre- and in-flight | Systems/Comm | A4 |
| 59 | AFS-200, -400 | Imprecise winter weather precipitation phase analyses and forecasts | Winter Wx/Deicing | A4 |
| 61 | ANG-C6<br>AFS-400 | CoSPA Performance Metrics | Wx Impact Metrics | |

# Wx COI: *Current Problem Statements (4/4)*

| PS # | Submitter | PS | SWAT | Status |
|---|---|---|---|---|
| 62 | NATCA | Amend PIREP submission to allow use of RNAV fixes | PIREPs | |
| 63 | ANG-C6<br>AFS-400<br>AJV-S<br>AJT-2 | Need for FAA Weather Strategy | Strategic Planning Team (SPT) | |
| 64 | NATCA | Use of heavy and severe icing categories | Wx Impact Metrics | |
| 65 | ANG-C6 | Need for future FAA weather radar needs, in support of NOAA Radar Next project | Radar Next | |

# Wx COI: *Problem Statement Status*




NOTES:
(1) In an accompanying tracking sheet, the status of each PS will be indicated by the Process Tracking Number (PTN) (e.g., A3, D4) indicating its place in the process, paired with the date which it entered that process component. Newly opened PSs will all start with "S1." Closed PSs will indicate the location of closure (ex. S2). Ex. "PS-153, S3, 01-DEC-2022".

(2) If a PS is in the same Activity PTN box for greater than a TBD time period (e.g., 90 calendar days?), the Wx COI can take steps to progress the PS (e.g., close it due to inactivity, or reassign it to a more appropriate SWAT).

# Wx COI PS 54: *Activities Timeline (1 of 2)*

July 2022

- PS is submitted to the Wx COI, approved, and assigned to the Standards and Policy SWAT

August 2022 – October 2022

- Requirement is developed and submitted to AJV-S

October 2022 - December 2022

- Based on AJV-S guidance, decision is made to submit an Operational Needs Analysis (ONA) intake form and go through the AJV ONA process

December 2022 – April 2023

- AJV is uncertain of best way to proceed; system is in sustainment, with no further development planned or budgeted

April 2023 – August 2023

- AJV-S determines no need for change to FRD (no new requirement), but does suggest need for SRMP; AJV-S closes out ONA

# Wx COI PS 54: *Activities Timeline (1 of 2)*

August 2023 – February 2024

- SRMP discussions take place with ANG-B Safety and AFS; pre-panel meetings take place; SRMP scheduled for early 2024

February 2024 – April 2024

- SRMP meets on February 17, March 17, and March 2024
- No hazards found

April 2024 – present

- Waiting for development and signing off of SRM documentation

# Update: *Establish a Formal Relationship between FPAW and the Wx COI*

- Initial thought was to develop an FAA order comparable to the one used by the FAA AIPS COI (FAA Order 7910.5E) and external organizations (i.e., Charting Group and Instrument Procedures Group)
  - Development of an FAA Order is non-trivial
- FAA Legal has now been engaged to determine if/how such a relationship could be set up without writing a new order and without violating any Federal Advisory Committee Act (FACA) regulations
  - Wx COI owes a follow-up document to FAA Legal graphically illustrating the proposed relationship
  - That document is in works


FEDERAL AVIATION ADMINISTRATION
WEATHER COMMUNITY OF INTEREST

# QUESTIONS

# Update: *Wx COI Leadership Update*

- Effective November 21, 2024, Randy Bass, Manager – NextGen Aviation Weather Division (ANG-C6) will be “hanging it up” and “riding off into the sunset”

  ***CONGRATULATIONS and ALL THE BEST, RANDY!***

- Effective immediately, Starr McGettigan, Manager – NextGen Weather Engineering and Evaluation Branch (and our host) will permanently assume the role of Wx COI Co-Chair, alongside current co-chair Alfred Moosakhanian

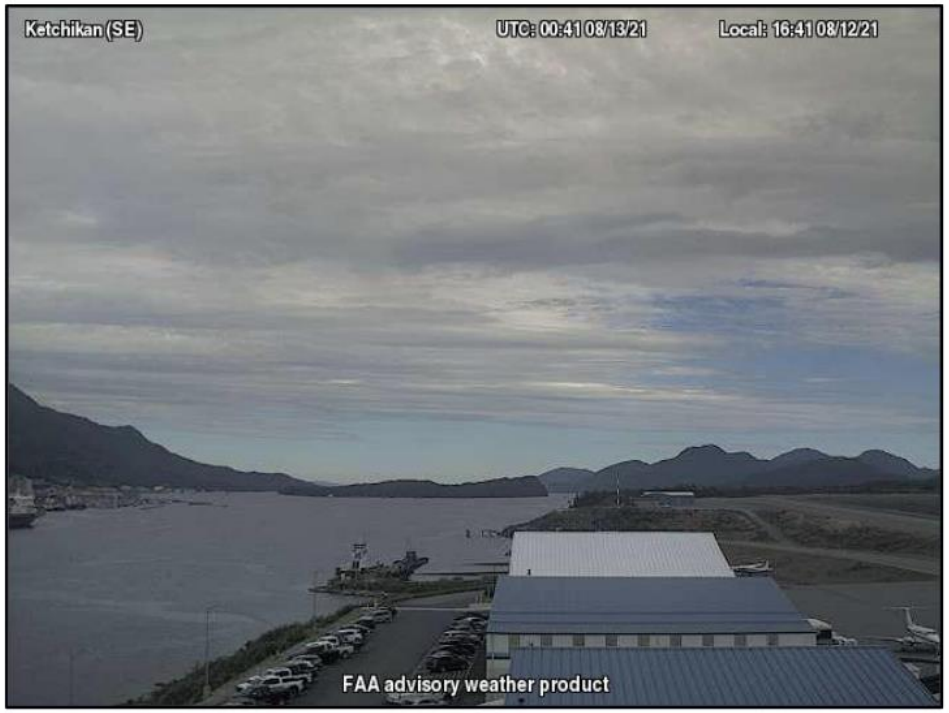
  ***CONGRATULATIONS, STARR!***

# BACKUP

# Weather Community of Interest (Wx COI) – 2022-07


- New Problem Statement
  - 54 - ASOS Ceilometer –
    - Systems/Data Communications or Standards/Policy SWAT??
    - Ellie Hojeily, Student Trainee Meteorologist, ANG-C6
      - PhD candidate in Meteorology at State University of New York (SUNY) – Albany
    - Jenny Colavito, Tiffany McCoy, ANG-C6

## Wx COI Meeting – Full Utilization of the Vaisala CL31 Ceilometer at ASOS Stations Problem Statement




*The Vaisala CL31 Ceilometer*

**PAKT 2018-08-13 00:40 PAKT 130040Z AUTO 34011G00KT 10SM CLR 21/14 A3021 RMK T02100140 MADISHF**

# Wx COI Meeting – Full Utilization of the Vaisala CL31 Ceilometer at ASOS Stations Problem Statement

## Problem Statement (PS)

The Vaisala CL31 ceilometer used in ASOS station reports is capable of measuring cloud base heights and coverage up to 25,000 feet. Currently, ASOS software limits cloud base height reports to 12,000 feet, resulting in an absence of mid-level cloud observations. If the observations were available above 12,000 feet, the data could improve fog and ice nowcasts at terminals, resulting in better planning and increased operational efficiency in the NAS. Additionally, ceilometer observations over 12,000 feet assimilated into numerical weather prediction models could improve fog and ice forecasting accuracy for longer term NAS planning.

## Operational Gaps

- 12,000 feet reporting limit predates the implementation of the newer and more capable CL31 ceilometer, leaving the FAA with no requirements for measuring cloud base heights and coverage >12,000 feet
- ASOS reports "CLR" if there is no cloud coverage up to 12,000 feet even if mid-level clouds are present
- Flights above 12,000 feet rely on visibility and icing information derived from manual observations and model forecasts
- The CL31 has demonstrated the capability to detect precipitation not detected by NEXRAD and ASOS, including light and elevated precipitation and precipitation in areas impacted by NEXRAD beam blockages

## Background Information

- 944 CL31 sensors deployed in the ASOS network (885 CONUS, 59 OCONUS)
- Request originated from Airlines for America
  - Warm mid-level clouds can inhibit frost formation and aid in dissipating fog by inhibiting outgoing longwave radiation at the surface
  - Aircraft flying at MEL flight conditions would benefit from knowledge of mid-level cloud observations
- CL31 ceilometer can detect cloud base heights with accuracy comparable to a human observer
- Backscatter data can be used to detect icing, precipitation, and to profile the Planetary Boundary Layer

## Proposed Solutions

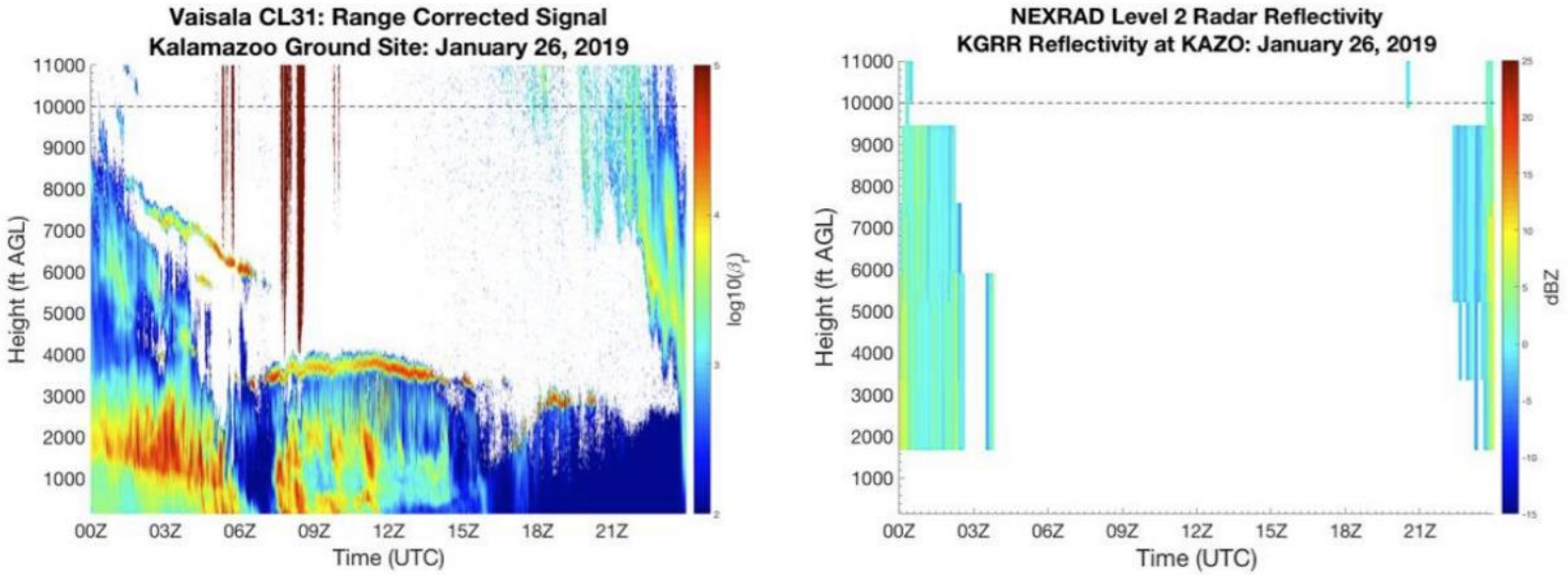
Using the existing ASOS hardware and the Vaisala CL31 ceilometer, modify the ASOS software to allow cloud METAR/SPECI reports of cloud coverage and base heights up to 25,000 feet and to save and disseminate the attenuated back-scatter data from the ceilometers.

Air Traffic Organization to write a requirement establishing the need for ASOS stations to report cloud coverage and cloud base heights up to 25,000 feet and to save and disseminate the attenuated back-scatter data from the ceilometers.

July 28, 2022

Federal Aviation Administration

## Detect Precipitation Beyond Radar/METAR Sensitivity




KAZO METAR: light snow from 00Z-03Z, 11Z-12Z; ICICLE ground suite sensors: snow from 00Z-06Z, 08Z-12Z

***Ceilometer detects light precipitation missed by NEXRAD and ASOS***

***Ceilometer also detects elevated layer of probable precipitation from 12Z-15Z***

**(Lave 2022)**

# Weather Community of Interest (Wx COI) – 2022-07

- ASOS Ceilometer
  - **Systems/Data Communications *or* Standards/Policy SWAT?**

*In a **few** sentences, describe the problem you are trying to solve:

**The Vaisala CL31 ceilometer used in ASOS station reports is capable of measuring cloud base heights and coverage up to 25,000 feet. Currently, ASOS software limits cloud base height reports to 12,000 feet, resulting in an absence of mid-level cloud observations. If the observations were available above 12,000 feet, the data could improve fog and ice nowcasts at terminals, resulting in better planning and increased operational efficiency in the NAS. Additionally, ceilometer observations over 12,000 feet assimilated into numerical weather prediction models could improve fog and ice forecasting accuracy for longer term NAS planning.**

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|---|---|
| **Problem Statement #9:** Missing elements of a METAR. **A5**<br>**Problem Statement #37:** The parameters for reporting Low Level Wind Shear (LLWS) are not consistent across different lines of business and agencies. **A5**<br>**Problem Statement #51:** Define "Local Weather." **A5**<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. **A4** | **Accomplishments:**<br>**#9:** Briefing throughout AFS, other organizations, and ASTM F-38<br>**#37:** Decided on changes required.<br>**#51:** Proposed definition discussed with the Instrument Procedures folks that began the PS.<br>**#54:** Received PS July 28 |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards - Briefings are happening within the FAA and with ASTM F38 to coordinate Draft Standards.<br>**#37:** Harmonize Order 7110.10, 7110.65, AIM, FMH-1, and AC 54 (Handbook) with the following Note: For situational awareness and the safety of light aircraft urgent PIREPS for low level wind shear are triggered at Plus or Minus 10kts. However, to be considered severe windshear threshold is 15kts or greater loss or gain in airspeed and/or altitude.<br>**#51:** Subgroup met August 23.<br>**#54:** Develop and validate the requirement. | **Issues:**<br>**#9:** None<br>**#37:** None<br>**#51:** None<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR. **A5**<br>**Problem Statement #37:** The parameters for reporting Low Level Wind Shear (LLWS) are not consistent across different lines of business and agencies. **A5**<br>**Problem Statement #51:** Define "Local Weather." **A5**<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. **A4** | **Accomplishments:**<br>**#9:** Briefing throughout AFS, other organizations, and ASTM F-38<br>**#37:** Decided on changes required. Implementation in progress.<br>**#51:** Proposed definition agreed upon with the Instrument Procedures folks that began the PS.<br>**#54:** Setup subgroup to work the PS. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards - Briefings are happening within the FAA and with ASTM F38 to coordinate Draft Standards. SRMP is developing.<br>**#37:** Recommend closure to Core Team and Plenary<br>**#51:** Awaiting discussion with constituents in late October.<br>**#54:** Develop and validate the requirement. | **Issues:**<br>**#9:** None<br>**#37:** None<br>**#51:** None<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR. **A5**<br>**Problem Statement #37:** The parameters for reporting Low Level Wind Shear (LLWS) are not consistent across different lines of business and agencies. **Closed**<br>**Problem Statement #51:** Define "Local Weather." **A5**<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. **A4** | **Accomplishments:**<br>**#9:** Briefing throughout AFS, other organizations, and ASTM F-38<br>**#37:** Closed<br>**#51:** Briefed to Charting Forum. Additional work to be done.<br>**#54:** Developed Operational Needs Assessment. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards - Briefings are happening within the FAA and with ASTM F38 to coordinate Draft Standards. SRMP is developing.<br>**#37:** None<br>**#51:** AFS determining further action.<br>**#54:** Submit ONA, meet with ONA Intake Group, and brief ATO Directors Forum | **Issues:**<br>**#9:** None<br>**#37:** None<br>**#51:** None<br>**#54:** None |

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|---|---|
| **Problem Statement #9:** Missing elements of a METAR. **A5**<br>**Problem Statement #51:** Define "Local Weather." **A5**<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. **A4** | **Accomplishments:**<br>**#9:** Met with ASTM F-38 Plenary (Jan 17) to review adjudicated comments on their Weather Data Standards. Maturing SRMP document. NWS will be adding atmospheric pressure from RTMA to the same sites that have temperature displayed for backup METAR data.<br>**#51:** Briefed to Charting Forum. Additional work to be done.<br>**#54:** Developed Operational Needs Assessment intake form. Met with ONA Intake group then with AJV-S2 Group Resource Evaluation and Analysis for Tasking (GREAT). They will develop a report of findings to include a recommendation on any updated (if needed) requirement(s) statement |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards - Briefings are happening within the FAA and with ASTM F38 to coordinate Draft Standards. SRMP is developing.<br>**#51:** AFS determining further action.<br>**#54:** Waiting on the GREAT Team for a formal report and for next steps. | **Issues:**<br>**#9:** None<br>**#51:** None<br>**#54:** None |

# ONA Intake Process

## Use of ONA Intake Process for WxCOI Problem Statements

Presented to: WxCOI Plenary Meeting

By: Jenny Colavito

Date: 4/13/2023

Federal Aviation Administration

# Purpose

- Discuss the use of ONA Intake Process to address WxCOI Problem Statements
- Recent Example: Problem Statement 54

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| *In a few sentences, describe the problem you are trying to solve: | The Vaisala CL31 ceilometer used in ASOS station reports is capable of accurately measuring cloud base heights and coverage up to 25,000 feet. Currently, ASOS stations limit cloud base heights and coverage reports to 12,000 feet, resulting in an absence of mid-level cloud observations. Mid-level cloud observations can be used to improve short-term fog and ice forecasts. Backscatter data gathered from full utilization of the CL31 ceilometer can be assimilated into numerical weather models to increase fog forecasting accuracy as well better detect where areas of icing and volcanic ash are located or will be in the National Airspace System. |

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| **Problem Statement #9:** Missing elements of a METAR. **A5**<br>**Problem Statement #51:** Define "Local Weather." **A5**<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. **A4** | **Accomplishments:**<br>**#9:** Met with ASTM F-38 leadership April 6 on their Weather Data Standards. Standards may come up for a vote in April. Maturing SRMP documents and discussions with ATO. Working InFo for backup use of temperature and pressure from RTMA.<br>**#51:** No updates.<br>**#54:** No updates. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards – Anticipating ASTM F38 Draft Standards in April. SRMP is developing. AFS developing briefing paper.<br>**#51:** AFS determining further action.<br>**#54:** Waiting on the next steps from AJM and AJV. | **Issues:**<br>**#9:** We have been attempting to work through the SRMP development process between AFS and ATO. The ATO structure has delayed progress.<br>**#51:** None<br>**#54:** Stuck between AJV and AJM for the proper way to move forward. Discussion on actual requirement wording and funding. NOTE: Significant discussion was had on this topic in the SWAT. Currently the weather reporting systems are in "sustainment mode." This seems to be a problem for current planned and future enhancements (e.g., ceilometer, LWE, and present weather sensor). Potential new PS. |

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| **Problem Statement #9:** Missing elements of a METAR. **A5**<br>**Problem Statement #51:** Define "Local Weather." **Recommending Closure**<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** Met with ASTM F-38 leadership April 25 on their Weather Data Standards. Working InFo for backup use of temperature and pressure from RTMA.<br>**#51:** Users are satisfied with the definition.<br>**#54:** AJM discovered that the FRD does not address the ceilometer height at all. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards – Anticipating ASTM F38 Draft Standards going to their memebers for balloting. Working to stay on top of SRMP scheduling which has stalled within AFS<br>**#51:** Awaiting closure agreement with Plenary.<br>**#54:** Waiting on the next steps from AJM and AJV. | **Issues:**<br>**#9:** We have been attempting to work through the SRMP development process between AFS and ATO.<br>**#51:** None<br>**#54:** AJM discovered that the FRD does not address the ceilometer height at all. We are asking AJV-S to write a report with the findings.<br>This seems to be a problem for current planned and future enhancements (e.g., ceilometer, LWE, and present weather sensor). Potential new PS. |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** Met with ASTM F-38 leadership April 25 on their Weather Data Standards. Working InFo for backup use of temperature and pressure from RTMA.<br>**#54:** AJV-S wrote an ONA Closeout Memo. No requirements change necessary. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards – Anticipating ASTM F38 Draft Standards going to their members for balloting. Working to stay on top of SRMP scheduling which has stalled within AFS<br>**#54:** AJM suggested the need for an SRMP. Investigating this between AFS and ANG. | **Issues:**<br>**#9:** We have been attempting to work through the SRMP development process.<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** ASTM F-38 Weather Data Standards has moved through pre-ballot comments. Working InFo for backup use of temperature and pressure from RTMA.<br>**#54:** Meeting with ANG-B Safety on need for SRMP. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards – Review ASTM F38 Draft Standards pre-ballot comment. Working to stay on top of SRMP scheduling which has stalled within AFS.<br>**#54:** AJM suggested the need for an SRMP. Investigating this between AFS and ANG. Pre-panel being organized. | **Issues:**<br>**#9:** We have been attempting to work through the SRMP development process.<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** ASTM F-38 Weather Data Standards has moved through pre-ballot into final ballot.<br>Working InFo, specifically corrections for field elevation, for backup use of temperature and pressure from RTMA. EMC will provide Altimeter Setting vs Surface Pressure.<br>**#54:** Pre-SRMD meeting scheduled with ANG-B Safety Possible SRMD from that meeting. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards – Review ASTM F38 Draft Standards pre-ballot comment.<br>SRMP Pre-brief scheduled for January 10, 2024.<br>SRMP scheduled for February 6, 7, & 8, 2024<br>**#54:** AJM suggested the need for an SRMP. Pre-panel SRMP discussion scheduled for October 16. | **Issues:**<br>**#9:** None<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** ASTM F-38 Weather Data Standards has moved through final ballot.<br>Working InFo, specifically corrections for field elevation, for backup use of temperature and pressure from RTMA. EMC will provide Altimeter Setting vs Surface Pressure.<br>**#54:** Pre-SRMD meeting occurred with ANG Safety. Next steps being developed. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards – Final editing and Publishing of ASTM F38 Wx Standards.<br>SRMP Pre-brief scheduled for January 10, 2024.<br>SRMP scheduled for February 6, 7, & 8, 2024<br>**#54:** AJM suggested the need for an SRMP. Pre-panel SRMP next steps to be developed. | **Issues:**<br>**#9:** None<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** ASTM F-38 Weather Data Standards document has been published (F3673-23).<br>SRMP for use of Analyzed Weather in the NAS Pre-brief occurred January 10, 2024.<br>**#54:** SRMP scheduled for Tuesday, February 27, 2024. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards –<br>• InFO 24001 will be effective January 24, 2024. It allows backup use of temperature and altimeter setting from RTMA.<br>• SRMP for use of Analyzed Weather in the NAS scheduled for February 6, 7, & 8, 2024.<br>**#54:** SRMP scheduled for Tuesday, February 27, 2024. | **Issues:**<br>**#9:** None<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** ASTM F-38 Weather Data Standards document has been published (F3673-23).<br>SRMP for use of Analyzed Weather in the NAS is ongoing.<br>**#54:** SRMP held Tuesday, February 27, 2024. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards –<br>• SRMP for use of Analyzed Weather is continuing.<br>**#54:** SRMP documentation being developed. | **Issues:**<br>**#9:** None<br>**#54:** None |

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| **Problem Statement #9:** Missing elements of a METAR.<br>**Problem Statement #54:** ASOS Ceilometer (CL31) to report up to 25k ft rather than 12k ft. | **Accomplishments:**<br>**#9:** ASTM F-38 Weather Data Standards document has been published (F3673-23).<br>SRMP for use of Analyzed Weather in the NAS is ongoing.<br>**#54:** SRMP held February 27, March 14, and March 20. Completed with no hazards. SRM documentation being drafted. |
| **Upcoming activities:**<br>**#9:** Performance Based Wx Standards –<br>• SRMP for use of Analyzed Weather is continuing.<br>**#54:** SRMP documentation being developed. | **Issues:**<br>**#9:** None<br>**#54:** None |