

MS Teams Chat Log, Day 2, October 8, 2025

Nathan Polderman 10/8 10:18 AM

Good morning! Yes, we will start around 0830. Folks are still gathering in the conference room.

Maria Pirone 10/8 10:32 AM

Loud & clear

Nathan Polderman 10/8 10:34 AM

A friendly reminder to our virtual participants to ensure your microphones are muted. Thanks!

Walter Rogers 10/8 10:41 AM

NO

Haley Johnson 10/8 10:45 AM

5

Jared Scott 10/8 10:53 AM

10 minute visibility as measured from our test site ranged from 10 to 11 SM near the start of the FPAW meeting.

Logs and History		
Type: Variables	10/08/2025 07:17:00	10.000
Data: KCSI/Min/Vis10Ma	10/08/2025 07:18:00	OK
Last: 4 Hours	10/08/2025 07:19:00	OK
Timezone: Local	10/08/2025 07:20:00	OK
Between	10/08/2025 07:21:00	OK
Timestamps are entered in Local Time	10/08/2025 07:22:00	OK
10/08/2025, 06:48:19 AM	10/08/2025 07:23:00	OK
and	10/08/2025 07:24:00	OK
10/08/2025, 07:48:19 AM	10/08/2025 07:25:00	OK
GET	10/08/2025 07:26:00	OK
EXPORT	10/08/2025 07:27:00	OK
	10/08/2025 07:28:00	OK
	10/08/2025 07:29:00	OK
	10/08/2025 07:30:00	OK
	10/08/2025 07:31:00	OK
	10/08/2025 07:32:00	OK
	10/08/2025 07:33:00	OK
	10/08/2025 07:34:00	OK
	10/08/2025 07:35:00	OK
	10/08/2025 07:36:00	OK
	10/08/2025 07:37:00	OK
	10/08/2025 07:38:00	OK
	10/08/2025 07:39:00	OK
	10/08/2025 07:40:00	OK
	10/08/2025 07:41:00	OK
	10/08/2025 07:42:00	OK
	10/08/2025 07:43:00	OK
	10/08/2025 07:44:00	OK
	10/08/2025 07:45:00	OK
	10/08/2025 07:46:00	OK
	10/08/2025 07:47:00	OK
Number of records: 242		
Estimated file size: 8KB		

Richard McKay 10/8 11:03 AM



@Jared Scott

Thanks Jared, the fog was shallow when I came in this morning...(at the instrument garden but was thicker further back and towards the North.

Viewed a bit more to the North:



(please note I am a Campbell Scientific employee and have ensured the images don't show any sensitive areas of our instrument garden!)

Doug Morris 10/8 11:05 AM

Doesn't ASOS have location restrictions to reduce building and terrain effects?

Walter Rogers 10/8 11:05 AM

No questions... because you covered it well, Michael! Good job

Suggestion... Do a "Michael Splitt" ASOS METAR analysis, provide the tools and an explanation like you did for various sites

Ian Johnson 10/8 11:08 AM

Great presentation, Mike!

Walter Rogers 10/8 11:08 AM

Great! "Splitt" analysis

Matthias Steiner 10/8 11:11 AM

Things can be happening after ASOS gets installed, like bushes and trees grow, building may get erected, etc.

Randall Bass 10/8 11:12 AM

@Doug Morris There are siting restrictions and guidance in FAA Order JO 6560.20C. which say ASOS and AWOS should be free of obstructions from buildings, trees, etc. But there can be exemptions granted. Furthermore, once the system is installed there is very little the FAA or NWS can do if obstructions occur such as tree growth, new construction, or other factors.

Dustin Maddox 10/8 11:13 AM

froze

Gary Pokodner 10/8 11:13 AM
no sound

Mike Graf 10/8 11:13 AM
Law of unintended consequences...More wind measurements at the airfield can cause even more confusion...Controllers may use a non-ASOS/AWOS wind sensor for turning the tower, but forecasters use the ASOS/AWOS to verify and build the TAF. Stupid stuff like that.

Gary Pokodner 10/8 11:14 AM
Agreed Mike, that is what I showed yesterday on the charts of adding more data points and pilot comments. Conflicting information creates work, and is really difficult for automation.

You also have the Risk of Distributed Models as different data sources are fed into apps or other software to create more decision support outputs, differences in the data sources can get magnified. That is why you hear the WTIC program talking so much about representativeness.

Jim McClay 10/8 11:16 AM
are any other remote attendees still getting audio? Mine dropped out

Gary Pokodner 10/8 11:17 AM
No AUDIO

Jud Stailey 10/8 11:17 AM
No audio here.


Gary Pokodner 10/8 11:17 AM
Yes, no audio

Dustin Maddox 10/8 11:17 AM
no camera either

Gary Pokodner 10/8 11:17 AM
I see the screen and moving cursor, but hear nothing

Jud Stailey 10/8 11:17 AM
I have the slides, but no camera

Tammy Flowe 10/8 11:17 AM
Same

Dustin Maddox 10/8 11:17 AM


Haley Johnson 10/8 11:18 AM
No audio

Matthias Steiner 10/8 11:18 AM

Technical difficulties . . .

David Daines 10/8 11:18 AM

I see slides but there's no audio

Matthias Steiner 10/8 11:19 AM

We may have to restart teams, stay tuned

Fred Remer 10/8 11:19 AM

No audio

Judson Stailey 10/8 11:20 AM

Back up

David Daines 10/8 11:20 AM

Audio good

Dustin Maddox 10/8 11:20 AM

its back

Gordon Brooks 10/8 11:20 AM

@Mike Splitt: Curious if your survey includes whether or not you are a pilot?

Judson Stailey 10/8 11:20 AM

Good.

Sounds good

Donald Eick 10/8 11:22 AM

Meteorological Aerodrome Report is the official ICAO

Gordon Brooks 10/8 11:22 AM

aeronautical

Doug Morris 10/8 11:22 AM

There are numerous takes on what METAR means.

Fred Remer 10/8 11:23 AM

Aviation routine

Samantha Watson 10/8 11:25 AM

I just looked it up and METAR is short for the French phrase (Météorologique Aviation Régulière) which translates to "routine aviation meteorological report." Learning something new every day

Walter Rogers 10/8 11:32 AM

Did the slide advance?

Nathan Polderman 10/8 11:32 AM
No. We are still synced up with the room

Doug Morris 10/8 11:25 AM
Delta 191 brought LLWS to the forefront.

Gordon Brooks 10/8 11:37 AM
testing 123?

Joe Bracken 10/8 11:37 AM
another recent example: given the METAR, was it safe to land?
<https://asn.flightsafety.org/wikibase/549635>

Ian Johnson 10/8 11:38 AM
It was a L-1011 aircraft. date of accident Aug 2, 1985

Matt Fronzak 10/8 11:37 AM
@Donald Eick - are you allowed to talk?

Doug Morris 10/8 11:41 AM
FYI. Canadian airports do not have LLWS detection. Safety is first. 😊

Walter Rogers 10/8 11:41 AM
Posted on June 24, 2022 by Clemens
Invisible Trap Kills Glider Pilot – How To Avoid Microbursts
<https://chessintheair.com/invisible-microburst-kills-expert-glider-pilot/>

Q - FAA's representatives... what will it take to re-invigorate LLWS Alert low cost system development for these smaller airports?

Walter Rogers 10/8 11:54 AM
Comment - Besides this new term, "Splitt" metadata analysis for ASOS's, add the METAR ASOS weather display context... let's call it the "Zach" ASOS view!

Matt Fronzak 10/8 11:55 AM
@Walter Rogers - For correctness - we'd have to call it the Zuck analysis

Walter Rogers 10/8 11:56 AM
Apologies... "Zuck" ASOS view!

Gordon Brooks 10/8 12:05 PM
Maybe this is more for meteorologists, but I did not see if your previous 3-day plots included verification info?

Walter Rogers 10/8 12:05 PM
Very fine work, Chandler! Yes, your idea needs to be developed into a long term supportable service. We don't want this to disappear when you move on to new things...

Gordon Brooks 10/8 12:05 PM
Looks like some super slick graphics!

Arnaud Dumont 10/8 12:05 PM
Nice work!

Katie Sims 10/8 12:06 PM
The QR code on the right says the code has been deactivated.

Starr McGettigan 10/8 12:07 PM
Runway Visual Range is an FAA system and product.

Eric Avila 10/8 12:08 PM
<https://rvr.data.faa.gov/cgi-bin/rvr-status.pl>

Starr McGettigan 10/8 12:09 PM
Thanks Eric... you beat me to the link!

Nathan Polderman 10/8 12:14 PM
@ Starr McGettigan - I believe the only way to get the raw RVR data as a feed is via SWIM

Starr McGettigan 10/8 12:09 PM
Well done Chandler. Keep going.

Dustin Maddox 10/8 12:17 PM



Matt Fronzak 10/8 12:29 PM
@Andy McClure -do you need something from us? Your hand is raised.

Andy McClure 10/8 12:33 PM
A ticket to SLC so I can attend tomorrow?

Matt, please send the QR code!

Andrew Rosenow 10/8 12:39 PM
Yes

Gary Pokodner 10/8 12:39 PM
Yes

Andy McClure 10/8 12:41 PM
Not seeing a code! Just "image"

James Ott 10/8 12:41 PM
I am chat only on this PC.

Matt Fronzak 10/8 12:45 PM

OK, all remote participants have been assigned to rooms. The Qualtrics site has all the information needed for this exercise. Please get as far as you can until 1130M/1330E. At that time, we'll be going to lunch. We will return as a group at approximately 1230M/1430E.

Gordon Brooks 10/8 12:45 PM

Matt F, I'm in a room with one other person... is there a way to put us in another room??

Andrew Rosenow 10/8 12:46 PM

There's only two in room five.

Samantha Watson 10/8 12:46 PM

https://fit.co1.qualtrics.com/jfe/form/SV_79hKqpZ39TLUvE?Q_CHL=qr

Matt Fronzak 10/8 12:47 PM

@Andy McClure - I sent you the QR code via your gmail address.

For the folks in rooms with only 1-2 other members - do the best you can . I'm not aware that I can assign individuals to other rooms without undoing the assignments for everyone .

Gordon Brooks 10/8 12:50 PM

OKey dokey...

Matt Fronzak 10/8 1:10 PM

For those dangling participants (i.e., not assigned to a room), please work the material by yourself to the extent you can. The scenarios are quite interesting.

Joshua Campbell 10/8 1:12 PM

It is 33nm distance

Matt Fronzak 10/8 1:10 PM

SITREP - we just tried to get the groups in the room to consider wrapping up, and they told us to go away...

Dustin Maddox 10/8 1:31 PM

is it lunch time?

Matt Fronzak 10/8 1:33 PM

In case I disappear for the next hour or so...I'll leave you all in your assigned groups until about 15 minutes before we reconvene after lunch, at approximately 1215M/1415E. Then I'll bring everyone back to the main meeting room. Starting at 1230M/1430E, we'll review a lightning analysis of your inputs!

Matt Fronzak 10/8 2:23 PM

Hello again, folks. We're returning from lunch, during which Mike Splitt performed a lightning analysis of the scenarios and your input. I've shut down the breakout rooms. We'll be starting back up again in 5-6 minutes.

Gary Pokodner 10/8 2:29 PM
we hear you

Yes I hear you

Gordon Brooks 10/8 2:40 PM
thought I had entered something....

Gordon Brooks 10/8 2:50 PM
there were more than 3 groups...eh?

Gordon Brooks 10/8 2:52 PM
No. (But maybe there was more "groups of 1"...

Matthias Steiner 10/8 3:03 PM
Doug, you could type things in chat -- we will monitor that.

Matt Fronzak 10/8 3:04 PM
Re groups - there were either 4 or 5 in the room, and then 4 or 5 online.

Doug Morris 10/8 3:04 PM
working on things

Working now

Joshua Campbell 10/8 3:06 PM
METAR SPECI are not outdated per say... ...more important is latency. To be useful, 10 minute latency would make them more modern.

Leaving them cryptic is fine... ...allow modern tools, EFBs, Controller consuls, to interpret them in plain language.

Dave Kochevar 10/8 3:07 PM
the abbreviations in the body of a METAR (before RMK) and TAFs are to meet ICAO requirements.

Andy McClure 10/8 3:09PM
The METAR format is a relic of low-bandwidth days. Add automated observations and accuracy and clarity both suffer. I was a manual wx observer for the first half of my career and was present at PAKT when our ASOS came on line. By (unscientific) analysis, we spent twice as much time on observations AFTER the commissioning than we did before, due to LOUSY accuracy of both ceiling and visibility.

Donald Eick 10/8 3:10 PM
Abbreviation - Why don't pilots write out clearance in full versus abbreviations? Time and accuracy!

Frederic Gagnon 10/8 3:10 PM

But ICAO is currently in the final stages of developing METAR and TAF replacements, to transition into Information Services.

Donald Eick 10/8 3:12 PM

UPS accident in Birmingham we found that the abbreviations or remarks were stripped off the METAR. The NTSB found it to be a factor in the pilots situational awareness issue, ATC now required to read out remarks on ATIS or call outs.

Chris Lawrence 10/8 3:12 PM

The coding isn't an issue for me so much as once an hour feels like the best we could do in a bygone age and it feels like an artificial limit, given our technological capabilities today.

Matt Fronzak 10/8 3:13 PM

I heard you, Doug.

Randall Bass 10/8 3:15 PM

If you think METAR code is hard to read, try reading Synoptic weather code!

Joshua Campbell 10/8 3:16 PM

@Chris Lawrence - Totally agree, the bigger issue is an hour old report delivered to the cockpit over XM 20 minutes later. 10 minute metars delivered within 2 minutes should be realistic and make them much more useful.

Andy McClure 10/8 3:19 PM

Agreed! The trend is available in some systems, but not others. FSS Alaska (OASIS) operating system can display it nearly instantly. Also, additive data (secret decoder ring trend info on steroids) is there if you know what you're looking at.

Frederic Gagnon Bass 10/8 3:31 PM

ICAO also accounts for local reports so there nothing that would prevent a weather provider to produce an Hourly METAR followed by a local report every 5 minutes distributed to its user base preferences

Matt Fronzak 10/8 4:07 PM

Good evening, Paul Williams. Isn't it past your bedtime?

Paul Williams 10/8 4:09 PM

FPAW is worth staying up late for, @Matt Fronzak.

Doug Morris 10/8 4:23 PM

Hi Brian. I was approached by a German company promoting CITAS (convective induced turbulence alert system). Heard of them?

Gary Pokodner 10/8 4:31 PM

Hi @Matthias Steiner - Do you see any potential for this MITRE product to make any use of the

Global Weather Note notification which began as a tactical turbulence notification. They are very different but seem to provide complimentary notifications relative to turbulence.

Paul Williams 10/8 4:32 PM

Thanks for the great talk, Dr. Brian Pettegrew. Very important turbulence work you're doing at MITRE!

Brian Pettegrew 10/8 4:33 PM

Thanks Paul Williams

Ian Johnson 10/8 5:03 PM

Another day of great presentations and discussions, however I need to leave and will rejoin tomorrow. Enjoy the rest of your day and be safe.

Dustin Maddox 10/8 5:20 PM



Joshua Paurus 10/10 5:22 PM

Matthias and Bruce, thanks for your enormous contributions to our industry!

Gordon Brooks 10/10 5:24 PM

Well deserved Congrats Bruce even if partly belated!! Thank you so much Matthias, hard to imagine these meetings without you.