

## Spring 2026 FPAW Meeting

April 21-23, 2026

Oklahoma State University (OSU), Stillwater, OK  
(405) 744-5000

**Meeting Theme:** A Mélange of Aviation Meteorology for both Grizzled and Younger Constituents

**Meeting Location:** Room 410, Morgan Business Accelerator, 1201 S. Innovation Way, Stillwater, OK

**Lunch:** Food trucks (Days 1 and 2) Box Lunches (Day 3), or On Your Own in Stillwater

**Suggested Dress Code:** Business casual (ties, except for bolos, are discouraged ☺)

### Meeting Agenda

**Note #1:** Session Days and Topics are set; Presenters, Orders of Presentation, Times and In-Person or Remote [r] Participation are subject to change

Key:

Breaks or Lunch	Special Event
Social Event	Tours

**FPAW Steering Committee (SC) Member**

Student

[r] Remote

Day 1, Tuesday, April 21, 2026		
Start	Stop	Activity
0900C	0915C	<b>Fall 2025 FPAW Meeting Welcome and Keynote Address</b>
0900C	0905C	<b>Day 1 FPAW and Oklahoma State University Welcome</b> <b>Matt Fronzak</b> – MITRE, FPAW Co-Chair <b>Gus de Azevedo</b> – OSU
0905C	0915C	<b>Oklahoma State University Keynote Address</b> Jamey Jacob – OSU Oklahoma Aerospace Institute for Research and Education (OAIRE)
0915C	1200C	<b>Session 1a: Revisiting Traffic Flow Management Requirements for the Skill of Thunderstorm Predictions</b>
0915C	0920C	<b>Session Co-Lead Introductions and Opening Remarks</b> <b>Scott Minnick</b> [r] – NWS Aviation Weather Center (AWC) and James Pinto – National Center for Atmospheric Research (NCAR)
Topic A: Thunderstorm Forecast Skill Needs for Enhanced Decision Making Topic Leads: <b>Scott Minnick</b> [r] and James Pinto		
0920C	0930C	<b>Panel Introductions</b> <b>David Dillahunt</b> – Southwest Airlines, <b>Josh Garcia</b> [r] – FAA Kansas City Center (ZKC) Traffic Management Unit (TMU), <b>Chelsea Kenyon</b> [r] – NWS ZKC Center Weather Service Unit (CWSU), Doug Lotter – Airline Dispatcher Federation (ADF), <b>Elizabeth Slovak</b> [r] – FAA Air Traffic Control System Command Center (ATCSCC)
0930C	1030C	<b>Panel/Audience Conversation: Perspectives of Airline Operators and FAA Traffic Flow Managers (TFMs)</b> <ul style="list-style-type: none"> <li>• Describe the decision making process used to mitigate the impact of (primarily summertime) convection <ul style="list-style-type: none"> <li>○ How and when are key TFM decisions made?</li> <li>○ What aspects of storm forecast guidance are most critical?</li> </ul> </li> <li>• Discussion of Convective Storm Prediction Needs</li> </ul>

		<ul style="list-style-type: none"> <li>○ What properties of thunderstorm prediction are needed to support airline operations and TFM decision making?</li> <li>○ What level of accuracy is needed to better inform this decision making?</li> </ul>
<b>1030C</b>	<b>1040C</b>	<b>Break</b>
Topic B: Defining Future Directions for Thunderstorm Forecast Performance Criteria Topic Lead: Mike Robinson - Aeris LLC		
1040C	1045C	<b>Topic Lead Introduction and Opening Remarks</b> Mike Robinson
1045C	1050C	<b>Panel Introductions</b> <i>Randy Bass [r]</i> – Bass Weather Services, Michael Karrels – Delta Air Lines, <i>Brandon Smith [r]</i> – FAA NextGen Directorate (ANG)
1050C	1200C	<b>Panel/Audience Conversation: Aligning Decision Making Needs with Justified Requirements for Convection Weather Forecast Skill</b> Discussion areas will include the following: <ul style="list-style-type: none"> <li>● Requirements vs. Aspirations vs. Wish List             <ul style="list-style-type: none"> <li>○ How to define forecast skill requirements appropriately, aligned with operational justification?</li> </ul> </li> <li>● TFM – Evolving from “Art” to “Automation” to “AI” for increasingly diverse stakeholders and missions             <ul style="list-style-type: none"> <li>○ How to consider convective forecast requirements that can be “future-managed” as the evolution of both the NAS and weather forecasts accelerates?</li> </ul> </li> <li>● Lessons learned from ASTM Performance-based Weather Standards efforts             <ul style="list-style-type: none"> <li>○ Can we once and for all agree to put “accountability for uncertainty” – for both TFM and weather forecast requirements – firmly on the table?</li> </ul> </li> </ul>
<b>1200C</b>	<b>1300C</b>	<b>Lunch (Purdy Q Food Truck or On Your Own in Stillwater)</b>
<b>1300C</b>	<b>1450C</b>	<b>Session 1b: Revisiting Traffic Flow Management Requirements for the Skill of Thunderstorm Predictions</b>
1300C	1305C	<b>Session Co-Lead Remarks</b> <i>Scott Minnick [r]</i> and James Pinto
Topic C: What Aspects of Thunderstorms should be Evaluated and How? Topic Lead: Matthew Wandishin – NOAA Global Systems Laboratory (GSL)		
1305C	1330C	<b>Topic Lead and Panel Introductions, Presentations</b> Mike Baldwin – University of Oklahoma (OU)/Cooperative Institute for Severe and High Impact Weather Research and Operations (CIWRO), <i>Burkely Gallo [r]</i> – USAF 16 <sup>th</sup> Weather Squadron (WS), Joe Grim – NCAR, Stacey Hitchcock – OU/National Weather Center (NWC), James Kenyon – NOAA GSL.
1330C	1415C	<b>Panel/Audience Conversation: Given the Previous Two Topic Discussions, Identify Appropriate and Useful Ways to Measure Convective Forecast Performance</b> Perspectives sought from the panelists and audience will include the following: <ul style="list-style-type: none"> <li>● Model Development             <ul style="list-style-type: none"> <li>○ What is reasonable to expect model forecasts to be able to provide in the near and medium term?</li> </ul> </li> <li>● NAS Efficiency - Permeability             <ul style="list-style-type: none"> <li>○ For a given storm structure and alignment, how many aircraft can move through an impacted area</li> </ul> </li> <li>● Near Storm Turbulence             <ul style="list-style-type: none"> <li>○ How relevant is the 20-mile avoidance rule?</li> <li>○ What is the impact of that rule on permeability?</li> </ul> </li> </ul>

Session Wrap Up Discussion Discussion Leads: <a href="#">Scott Minnick [r]</a> and James Pinto		
1415C	1445C	<b>Panel/Audience Conversation: What We Heard, Lessons Learned, Actions and Responsible Parties</b> All available Topic Leads and Panelists will reconvene and, along with the audience, will summarize the previous discussions and discuss actionable next steps.
1445C	1450C	<b>Closing Remarks</b> <a href="#">Scott Minnick [r]</a> and James Pinto
<b>1450C</b>	<b>1500C</b>	<b>Break</b>
<b>1500C</b>	<b>1600C</b>	<b>Session 2: ASTM F3673 Weather Information Providers Update and Solicitation of Feedback</b>
1500C	1505C	<b>Session Co-Lead Introductions and Opening Remarks</b> Gus de Azevedo and <a href="#">Chris Zarzar [r]</a> – TruWeather Solutions
1505C	1535C	<b>Co-Lead Presentation</b> <ul style="list-style-type: none"> <li>• <b>“ASTM F3673-24 Weather Information Providers Standard Update”</b> (<a href="#">Chris Zarzar [r]</a> and Gus de Azevedo)</li> </ul>
1535C	1600C	<b>Discussion</b> The co-leads will engage the FPAW community. They will describe a use case for non-certified weather information, and solicit feedback on their ASTM work.
<b>1600C</b>	<b>1700C</b>	<b>FPAW Post-Meeting Tour – OAIRE Excelsior Lab</b>
1600C	1700C	<b>Tour Coordinator:</b> Trinity Patton – OSU OAIRE Join us for a tour of the <a href="#">OSU OAIRE Excelsior Lab</a> , a premier multidisciplinary research facility focused on unmanned aircraft systems (UAS) and aerospace technology. It serves as a hub for testing, development and student research on projects involving drones, swarm technology and environmental monitoring. Transportation will be provided between the meeting location and the Excelsior Lab. Sign-up sheets will be available in the meeting room. Space is limited, so sign up early!