

Spring 2026 FPAW Meeting: Day 2 Chat

Wednesday 9:57 AM

Matt Fronzak

Good morning, folks. We are getting set up in the meeting room and will be started shortly.

George, Tom

Wednesday 10:00 AM

Greetings from Fairbanks. +8 deg F this morning.



1 Surprised reaction.

read.ai meeting notes

Wednesday 10:01 AM

Joe added read.ai meeting notes to the meeting (recording enabled). View Privacy Policy: <https://www.read.ai/pp>. To opt out and delete this recording, click here: <https://app.read.ai/analytics/opt-out/01KPTQC8ATM5T8GZWK2R112DDS>

**Room, you're muted by Nazanin E Bonds

Nazanin E Bonds

Wednesday 10:03 AM

**Room, you're muted

John Williams

Wednesday 10:05 AM

We can't hear anything from the room.

Snyder, Carl (Volpe)

Wednesday 10:05 AM

There we go

John Williams

Wednesday 10:05 AM

Now we can -- thanks.

Scott Minnick (AWC)

Wednesday 10:09 AM

Could we get a link to that research?

George, Tom

Wednesday 10:16 AM

Audio is partially garbled. Heather needs to be closer to where ever the audio pick up is located?



4 Like reactions with medium dark and no skin tones.

4

Siegel, Joel M (FAA)

Wednesday 10:17 AM

This message has been deleted.

Working it!

Randall Bass

Wednesday 10:18 AM

Yes, that is better

Chris

Wednesday 10:18 AM

Yes, much better

Gordon Brooks - 16 WS/WXP

Wednesday 10:18 AM

A little better...

John Kosak

Wednesday 10:24 AM

How many receivers do you need? How far away can they be?

Siegel, Joel M (FAA)

Wednesday 10:26 AM

To expand on John's question...are there any siting requirements for the passive receivers? And what kind of power source do they need?



1 Like reaction.

John Williams

Wednesday 10:27 AM

Doppler radar can also measure turbulence based on spectrum width or velocity structure functions. The NEXRAD Turbulence Detection Algorithm is an ingredient in the Graphical Turbulence Guidance Nowcast planned to become operational in a couple of months.

Randall Bass

Wednesday 10:27 AM

Can a passive receiver receive signals from multiple radars, and if so can it keep them separated or does it garble the signal?

John Kosak

Wednesday 10:27 AM

The speaker is getting garbled again.



6 Like reactions.

6

Polderman, Nathan

Wednesday 10:29 AM

Apologies for the inconsistent audio. We will attempt to make some adjustments to the position of the speaker/mic unit after this session concludes.

John Kosak

Wednesday 10:33 AM

Is there any public access to the Climavision supplemental radars?

Wednesday 10:36 AM

Matt Fronzak

Unknown User4/22/26 10:09 AM

Could we get a link to that research?

It was in Randy's presentation. Hopefully you caught it. If not, it will be in the meeting materials in the coming days.



1 Like reaction.

Randall Bass

Wednesday 10:37 AM

Since Radar Next is a NWS program, are FAA and other government agency requirements being used in the development of the AOA, or is it just NOAA requirements being met and if other agency requirements are met that's just gravy?

Patton, Trinity Alice

Wednesday 10:37 AM

I have made a few audio adjustments. Please let me know how it works! Like Nathan said, there is more we can do after this session.



1 Like reaction.

Michael Splitt

Wednesday 10:37 AM

sounds a bit better to me

Polderman, Nathan

Wednesday 10:37 AM

Thanks Trinity!

Gordon Brooks - 16 WS/WXP

Wednesday 10:38 AM

Yes better, thank you

George, Tom

Wednesday 10:44 AM

Audio is better, but almost a reflection of the sound adding distortion.

Randall Bass

Wednesday 10:47 AM

Possibly related to hardware issues, I've seen several instances recently of communication issues knocking out radars over multiple areas, including during a severe weather outbreak last week in the Ohio Valley. What is being done to mitigate these comm failures? Are those issues going to be part of the Radar Next program?



2 Like reactions.

2

Randall Bass

Wednesday 11:08 AM

Imagine how a loop of 30 second radar images superimposed on 30 second satellite images would look!



2 Like reactions.

2



1 Drooling face reaction.



1 Exploding head reaction.

Wednesday 11:17 AM

Matt Fronzak

I see you, Mike, and will pivot to you when the room Qs end.



1 Like reaction.

Wednesday 11:20 AM

Matt Fronzak

Field of Weather Radar Dreams analogy...

Matt Fronzak

I'm sorry, [James evans](#), but we're going to have to stop this discussion here. Please put your Q in chat.

Siegel, Joel M (FAA)

Wednesday 11:39 AM

[Michael Splitt](#)

I can also reach out to our FAA ADS-B/FIS-B group and see about what their plans are for updating the radar sources going through that pipeline, as that is quite a popular data feed within general aviation. I know right now they have a base radar feed, but not sure what they are planning in the future.



3 Like reactions.

3

Randall Bass

Wednesday 11:41 AM

Unknown User4/22/26 11:39 AM

Michael Splitt I can also reach out to our FAA ADS-B/FIS-B group and see about what their plans are for updating the radar sources going through that pipeline, as that is quite a popular data feed within general aviation. I know right now they have a base radar feed, but not sure what they are plan...

Joel, I'd like to hear what you find out as well.



1 Like reaction.

Siegel, Joel M (FAA)

Wednesday 11:41 AM

Randall Bass4/22/26 11:41 AM

Joel, I'd like to hear what you find out as well.

Can do!



1 Like reaction.

Kimberly Paradis Coryat (kpcoryat)

Wednesday 11:43 AM

Many G/A pilots think that XM and ADS-B is real time. Educating them is an ongoing problem. The NTSB has put out a InFo on latency, the Owner-Pilot Assns. provide education, but the problem persists.



2 Like reactions.

2

Siegel, Joel M (FAA)

Wednesday 11:43 AM

[Rother, Gordon \(FAA\)](#)

the other issue, and this is from someone who flies G1000 avionics, the "radar" products that we are able to pull in is **not** clear in the flight deck. It doesn't say "Base" or "composite," so to your point, there are no standards for how to display weather information to pilots to keep things consistent (e.g., color bar, types of radar, etc.)



1 Like reaction.

John Williams

Wednesday 11:44 AM

Audio has been generally much better than yesterday for me.

Britto Hupsel De Azevedo, Gus

Wednesday 11:44 AM

We need to get better at clapping



1 Clapping hands reaction.



1 Surprised reaction.

Kimberly Paradis Coryat (kpcoryat)

Wednesday 11:45 AM

I also fly with G1000. The fundament problem is that the CFI community doesn't understand latency, so it never reaches the pilots. I'm the Safety Chairman for the Piper M-Class OPA.



1 Like reaction.

Michael Splitt

Wednesday 11:47 AM

Just a follow-up on "product delay" which we definitely cover in our aviation weather courses -- but it seems like we are moving to be able to close the delay gap much better; that would be safer for those using those products, but again, weighing against tactical vs. strategic decision making. THX

Randall Bass

Wednesday 11:56 AM

Michael Splitt4/22/26 11:51 AM

I'm always amazed to hear what CFIs don't know...

It's not just aviation. I taught a weather class to a group of nature lovers over the winter and they had no idea about latency when it came to radar data on their apps. They also didn't know about the differences in the displays between apps. I'm sure most folks in the aviation community don't know about those differences either.

Britto Hupsel De Azevedo, Gus

Wednesday 12:01 PM

Are slides being shared?



1 Person shrugging reaction.

Polderman, Nathan

Wednesday 12:02 PM

No slides are currently being shared

Britto Hupsel De Azevedo, Gus

Wednesday 12:08 PM

Best presentation... give me my aviation p*rn please

Wednesday 12:11 PM

Matt Fronzak

"It's not the odds, it's the size of the bet." Kim Elmore/living pilot meteorologist



1 Heart reaction.



1 Like reaction.

Britto Hupsel De Azevedo, Gus

Wednesday 12:12 PM

This is totally awesome!

Randall Bass

Wednesday 12:14 PM

The problem with UAS/AAM BVLOS is you no longer have a pilot looking out the window.

Michael Splitt

Wednesday 12:21 PM

I really like this idea of cross-university chatting!

Britto Hupsel De Azevedo, Gus

Wednesday 12:22 PM

Agreed Mike

Britto Hupsel De Azevedo, Gus

Wednesday 12:22 PM

Let's connect with Kevin Adkins and see if we can get something going



1 Like reaction.

Britto Hupsel De Azevedo, Gus

Wednesday 12:23 PM

Can we clap!?!?

Britto Hupsel De Azevedo, Gus

Wednesday 12:23 PM

That was great!

Gordon Brooks - 16 WS/WXP

Wednesday 12:24 PM

Yes --- Great Teaching can lead to Great Retention (!!)

Mike Graf_NWS

Wednesday 12:24 PM

Good to know stuff...https://www.weather.gov/media/notification/pdf_2026/pns26-16_Updated_Transition_ReferencePointsAviationWeatherProducts.aaa.pdf

Karrels, Michael

Wednesday 12:24 PM

It was a great idea and can start just as a grassroots and an invitation to the different universities. Then morph into something formal.



2 Like reactions.

2

Karrels, Michael

Wednesday 12:27 PM

I think most universities have a AAAE chapter that would be a place to start or through the Flight Teams.

Polderman, Nathan

Wednesday 12:28 PM

This concept was discussed at the ERAU FPAW meeting last year. I think the term "student pilot exchange program" was used. It is a great idea that FPAW can attempt to champion. We should also reach out to discuss the idea with existing university associations like the UAA

(<https://www.uaa.aero/>) who likely have the resources and influence to formalize the initiative.



1 Heart reaction.

Michael Splitt

Wednesday 12:30 PM

we have aALPA-ACE, ISASI, HFES, and Drone clubs, and more...

Michael Splitt

Wednesday 12:30 PM

and Flight Team..

Gordon Brooks - 16 WS/WXP

Wednesday 12:50 PM

TAMI?

Michael Splitt

Wednesday 12:51 PM

CAMI

Wednesday 12:51 PM

Matt Fronzak

CAMI - FAA's Civil Aero Medical Institute?

Gordon Brooks - 16 WS/WXP

Wednesday 12:51 PM

Thank you

Wednesday 12:54 PM

Matt Fronzak

I see your hand up, Jim, and will make sure you get a chance to speak.

Gordon Brooks - 16 WS/WXP

Wednesday 12:56 PM

[Matt Fronzak: CAMI - FAA's Civil Aero Medical Institute?](#)

Gordon Brooks - 16 WS/WXP

Wednesday 12:56 PM

Yes -looks like it...!

Gordon Brooks - 16 WS/WXP

Wednesday 12:59 PM

<https://www.faa.gov/dataresearch/research/medhumanfacs/oamtechreports/feasibility-utility-and-usabi...>

Wednesday 1:09 PM

Matt Fronzak

"Weather is not an impediment - it's an imperative." Kim Elmore

Michael Splitt

Wednesday 1:14 PM

Still no pics - get me some fun lunch pics!

Polderman, Nathan

Wednesday 1:14 PM

<https://www.amazon.com/Aviate-Navigate-Communicate-Weather-Airplanes/dp/B0FCRV47QJ>

Bell, Tyler M.

Wednesday 1:22 PM

Thanks to the online folks for your interaction and feedback!

Gordon Brooks - 16 WS/WXP

Wednesday 1:23 PM

CONGRATS Gus!



1 Like reaction.

Britto Hupsel De Azevedo, Gus

Wednesday 1:25 PM

tkg gordy

Michael Splitt

Wednesday 2:04 PM

Hello Florida Tech Students ! There has been some great presentations and discussions so far. Hang on as long as you can this afternoon!



2 Like reactions.

2

Britto Hupsel De Azevedo, Gus

Wednesday 3:31 PM

Excellent Dan



1 Like reaction.

Gordon Brooks - 16 WS/WXP

Wednesday 4:04 PM

Great session, than k you to all the afternoon speakers!



2 Like reactions.

2

Michael Splitt

Wednesday 4:17 PM

Also, you can connect to FPAW via LinkedIn: Request to

Join!: <https://www.linkedin.com/groups/8722043/>

LinkedIn Login, Sign in | LinkedIn

Login to LinkedIn to keep in touch with people you know, share ideas, and build your career.

www.linkedin.com

Gordon Brooks - 16 WS/WXP

Wednesday 4:23 PM

I'll throw a question out there. I'm curious how much FIP and CIP are used and if you have evaluated the SLD forecast areas, have any thoughts + or -. Conversely, are pilots mainly just paying attention to one step further in the process, where AWC has issued G-AIRMETS.

Halperin, Daniel J.

Wednesday 4:38 PM

[Gordon Brooks 16 WS/WXP](#)

We introduce the CIP and FIP in the Aviation Weather course and recommend that students incorporate those products as part of their flight planning activities. We emphasize the particular hazard of SLD areas on those products. I'm not aware of any formal evaluation/verification of the SLD forecasts.



1 Like reaction.

Gordon Brooks - 16 WS/WXP

Wednesday 4:48 PM

Right -- little or no ice nucleation /glaciation.

Gordon Brooks - 16 WS/WXP

Wednesday 4:55 PM

and the pace of these "latest new things" is getting faster...

Randall Bass

Wednesday 4:56 PM

Halperin, Daniel J.4/22/26 4:38 PM

Gordon Brooks - 16 WS/WXP We introduce the CIP and FIP in the Aviation Weather course and recommend that students incorporate those products as part of their flight planning activities. We emphasize...

Gordon and Daniel, I believe Stephanie DiVito at the FAA is/has been doing some verification. Scott Landolt at NCAR may know as well.



2 Like reactions.

2

Halperin, Daniel J.

Wednesday 4:58 PM

Thanks Randall Bass -- I would be interested in showing some of those verification statistics in class. I've been out of the loop since I retired from the FAA but Steph and Scott are definitely the experts to reach out to. I'm surprised they aren't online for this session as they are both signed up for the workshop.



1 Like reaction.

Wednesday 5:03 PM

Matt Fronzak

[Halperin, Daniel J.](#) [Randall Bass](#)

Scott is in the room, but not logged into the meeting. I've let him know re this convo.



2 Like reactions.

2

Gordon Brooks - 16 WS/WXP

Wednesday 5:03 PM

Yes and Scott in particular presented recently on planned methods and upgrades to increase temporal resolution of FIP and some future ensemble plans.



1 Like reaction.

Scott Landolt

Wednesday 5:05 PM

There's also the Terminal Area Icing Capability that we have developed in addition to CIP/FIP



3 Like reactions.
3

Gordon Brooks - 16 WS/WXP
Wednesday 5:07 PM
TAIWIN, correct?

Scott Landolt
Wednesday 5:08 PM
Correct



1 Like reaction.

Gordon Brooks - 16 WS/WXP
Wednesday 5:15 PM
Great job, really interesting!

George, Tom
Wednesday 5:15 PM
Very good session. Thanks!!