

Spring 2026 FPAW Meeting: Day 3 Chat

Gordon Brooks - 16 WS/WXP

4/23 9:53 AM

The two Gordy's are here...!

4/23 10:01 AM

Aidan, James, Joe, and Rehman added read.ai meeting notes to the meeting (recording enabled).

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Britto Hupsel De Azevedo, Gus

4/23 10:06 AM

I am online with Lena



1 Like reaction

George, Tom

4/23 10:25 AM

These are municipally owned entities, as opposed to state or federally owned.

Rother, Gordon (FAA)

4/23 10:26 AM

also consider that in the U.S we have certified airports under part 139. 121 operators are required to operate into and out of a certified 139 airport.



1 Like reaction

Paurus, Joshua

4/23 10:29 AM

Per my friend MS Copilot:

Most U.S. airports are **publicly owned**, typically by cities, counties, or regional authorities that operate the airport as part of local government services. Some airports are run by **independent airport authorities**, which are public entities created to manage airports with more operational flexibility. A small number are **privately owned** or operated through **public-private partnerships**, though this is uncommon for major commercial airports. Overall, ownership structures vary, but nearly all U.S. airports remain publicly owned while leveraging different governance models for operations and development.



1 Like reaction

John Ostrom

4/23 10:31 AM

If you're interested in learning more about the mix of airports around the country, take a look at the FAA's National Plan of Integrated Airport Systems (NPIAS) at the following link https://www.faa.gov/airports/planning_capacity/npias/current

National Plan of Integrated Airport Systems (NPIAS) - Current

National Plan of Integrated Airport Systems (NPIAS) - Current
www.faa.gov

Michael Splitt

4/23 10:32 AM

At KMLB the authority is appointed by the city council. The executive director also happens to be on the Florida Tech Board of Trustees.

Britto Hupsel De Azevedo, Gus

4/23 10:34 AM

I did not have any idea it was so varied



1 Hundred points reaction

Randall Bass

4/23 10:41 AM

Back in 1981 my first job was cleaning cars for Hertz at a small airport in NC. During winter events I would ride with the airport manager who would borrow one of the rental cars and drive down the runway and hit the brakes to determine the braking action!



1 Surprised reaction

Rother, Gordon (FAA)

4/23 10:42 AM

years of research have indicated that the friction measuring devices do not directly correlate to runway friction, hence during the TALPA rulemaking the RCAM was developed which is now the ICAO Global Reporting Format.



1 Surprised reaction

4/23 10:43 AM

Matt Fronzak

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

decode TALPAA and RCAM for our audience, please.

Steve Green

4/23 10:44 AM

How does the airport runway evaluation determine whether the contaminant depth is 1/8 inch or less, or greater than 1/8 inch?

Britto Hupsel De Azevedo, Gus

4/23 10:44 AM

Thank you matt, did not know the ARC acronym

4/23 10:44 AM

Matt Fronzak

ARFF

Rother, Gordon (FAA)

4/23 10:44 AM

TALPA is or was the Takeoff And Landing Performance Aviation rulemaking committee, RCAM is the Runway Condition Assessment Matrix

John Ostrom

4/23 10:45 AM

As airports, we issue runway condition codes (Rwy CC) for each third of the runway, which is determined by contaminant type, percent coverage, and depth. Pilots what do you do with those numbers that airports issue?

Rother, Gordon (FAA)

4/23 10:46 AM

There are technically three forms of the RCAM, one for the manufacturer's certification, one for pilots and air carrier use which includes the pilot assessment guidance and one for the airports which includes a downgrade assessment.

Gordon Brooks - 16 WS/WXP

4/23 10:47 AM

I think it was ARFF - Aircraft Rescue and Firefighting

Rother, Gordon (FAA)

4/23 10:48 AM

Aircraft Manufacturers now provide, for the most part, advisory data for wet and contaminated runways IAW with the part 25 guidance. That allows for use of one thrust reverser credit but bases the performance on a realistic air distance versus the certified data which is not how pilots are trained to land the aircraft.

4/23 10:51 AM

Matt Fronzak

ANSP = Air Navigation Service Provider. In the U.S., the FAA is the ANSP.

Michael Splitt

4/23 10:52 AM

Well, slight follow-up (now that I thought about it) is the NOTAM message for the WX BCST always through NWS? For example, AWOS locations?

John Kosak

4/23 10:54 AM

As a user, we find that the snow clearing process is as varied as the type of ownership.

Britto Hupsel De Azevedo, Gus

4/23 10:56 AM

Yeah, as a Brazilian-Oklahoman, I also never thought enough snow could fall to block an ILS.

Perhaps freezing rain is a problem for us here.

John Ostrom

4/23 10:59 AM

As was mentioned in the conversation, most ILS are owned by the FAA and as airports, we provide the service of ensuring or removing snow from the key critical areas, especially in front of the Glideslope antenna. There are many times where we're removing a 12"+ of snow from the Glideslope after an event.



1 Like reaction

Siegel, Joel M (FAA)

4/23 10:59 AM

Michael Splitt4/23/26 10:52 AM

Well, slight follow-up (now that I thought about it) is the NOTAM message for the WX BCST always through NWS? For example, AWOS locations?

So NWS WFO techs are responsible for maintaining the FAA-owned ASOS in general. AWOS will depend on if it's an FAA-owned AWOS or a non-federally owned AWOS. If there's an issue with the ASOS, the local NWS office are responsible for issuing NOTAMs as per their directive. AWOS are required to follow the FAA Order 7930.2.



1 Like reaction

George, Tom

4/23 11:01 AM

Alaska is experimenting with a dashboard to show the operational status of ASOS and AWOS stations. At the moment, almost 15% are out of service. [AK METAR Status Dashboard](#)

ArcGIS Dashboards

ArcGIS Dashboards

woolpertinc.maps.arcgis.com



2 Like reactions

Michael Splitt

4/23 11:01 AM

Nice! Thanks Tom!

Michael Splitt
4/23 11:04 AM

How many airports report the SNINCR reliability via the METAR?

Siegel, Joel M (FAA)
4/23 11:06 AM

George, Tom4/23/26 11:01 AM

Alaska is experimenting with a dashboard to show the operational status of ASOS and AWOS stations. At the moment, almost 15% are out of service. AK METAR Status Dashboard

We have our (FAA) response to the Sec. 332 of the 2024 FAA Re-Auth also being launched before May 31st (next month). It will be a new layer on the existing Aviation Weather Cameras website, and it will pull data directly from the FAA trouble tickets, along with ingesting METARs and NOTAMs, to provide the users with the most updated information on outages and interruptions. This will be NAS-wide and will include ASOS, Federal AWOS, and non-federal AWOS.



1 Like reaction

Siegel, Joel M (FAA)
4/23 11:07 AM

Oh, and the data will be available via the existing weather cameras API, so anyone can pull it into their systems and display it!



1 Like reaction

Rother, Gordon (FAA)
4/23 11:07 AM

Joel will you be briefing on that at the Next FPAW?



2 Like reactions

John Ostrom
4/23 11:08 AM

Here's a link to a pdf of the RCAM. <https://www.faa.gov/sites/faa.gov/files/about/initiatives/talpa/TALPA-Airport-RCAM.pdf>

Siegel, Joel M (FAA)
4/23 11:08 AM

Rother, Gordon (FAA)4/23/26 11:07 AM

Joel will you be briefing on that at the Next FPAW?

How much are you willing to pay me? Just kidding. I actually have already been in touch with Matt and Nathan and requested to brief it out as part of the Fall FPAW this year. We are also hoping to submit an abstract for AMS in Denver.

John Ostrom
4/23 11:16 AM

Rulers are normally used and measurements are taken in several places for each third of the runway.

John Kosak
4/23 11:19 AM

Even contamination versus no contamination is important to the crews.



1 Like reaction

John Kosak
4/23 12:05 PM

For the Chicago area, how often do you see participation from the smaller airports like PWK, DPA, LOT, etc.?

Kevin Kraujalis NWS CWSU ZAU
4/23 12:07 PM

Participation is usually minimal from the smaller airports surrounding ORD.



1 Like reaction

John Kosak
4/23 12:07 PM
Unknown User4/23/26 12:05 PM

For the Chicago area, how often do you see participation from the smaller airports like PWK, DPA, LOT, etc.?

For Kevin - ZAU CWSU

Mike Graf_NWS
4/23 12:08 PM

Some WFOs have an agreement with the Airport Management for snowfall rates etc for plowing etc. Called an AWW. Have about 40 local agreements.



2 Like reactions

Mike Graf_NWS
4/23 12:09 PM

Or here...https://www.weather.gov/media/directives/010_pdfs/pd01008001curr.pdf



1 Like reaction

Michael Splitt
4/23 12:10 PM

Did this year's "deicing shortage" news pan out as impactful?

Rother, Gordon (FAA)
4/23 12:33 PM

we have roughly 136 Contract Weather observer locations, followed by the LAWRS observers, (ATC) and we have the non-Federal observer program to augment weather. Many locations have no human back up



1 Like reaction

Rother, Gordon (FAA)

4/23 12:37 PM

RTMA altimeter setting is also authorized at certain locations where the data verified. All RTMA is available on the weather cams site and includes the mitigation procedures

Siegel, Joel M (FAA)

4/23 12:38 PM

for those unfamiliar with the weather cameras site that has been referenced a few times now:

<https://weathercams.faa.gov/>

Michael Splitt

4/23 12:39 PM

Interesting with use of the RTMA, what about situations when there would have been a PRESFR in the METAR?

4/23 12:46 PM

Matt Fronzak

I see you, Randy, and we'll get you in.



1 Like reaction

John Kosak

4/23 12:52 PM

The challenge for non-airline users is trying to find the good, up to date info about what challenges the smaller airports are facing so that we don't use them as divert airports if we don't need to.

Randall Bass

4/23 12:55 PM

I remember that study that Mike is talking about!

Michael Splitt

4/23 12:56 PM

FYI: [Basic Winter Operations](#)

Basic Winter Operations

This curriculum is designed to provide Airport Operators guidance to implement a well-rounded approach to their winter operations training needs.

aaae.org

Mike Graf_NWS
4/23 12:56 PM

LAMP could work...the meteo gram...

John Ostrom
4/23 12:56 PM

Randy, there is a possible opportunity for FPAW to get involved with AAAE with the upcoming Winter Operations Management Conference, June 8-10.



1 Like reaction

Mike Graf_NWS
4/23 12:57 PM

LAMP is here...<https://lamp.mdl.nws.noaa.gov/lamp/meteoform.php>



1 Like reaction

Randall Bass
4/23 12:58 PM

John Ostrom4/23/26 12:56 PM

Randy, there is a possible opportunity for FPAW to get involved with AAAE with the upcoming Winter Operations Management Conference, June 8-10.

I actually reached out to some AAAE members about doing something at the AAAE national conference week after next in LA but didn't get a response. Now that we have some better contacts I think we can make some headway.

Rother, Gordon (FAA)
4/23 1:23 PM

Michael Splitt4/23/26 12:39 PM

Interesting with use of the RTMA, what about situations when there would have been a PRESFR in the METAR?

Michael, Thank you for the concern and we share that concern over rapidly changing pressure normally associated with thunderstorms or Frontal passage. Today pilots use PRESFR or PRESRR as an alert to rapidly changing conditions. They do not increase landing minimums. The remote altimeter setting source program does not adjust for those types of events either. Use of RTMA requires the pilot to raise minimums to account for latency and station variability which has been very low.

Michael Splitt
Thursday 1:50 PM

I heard that

Michael Splitt
Thursday 1:52 PM

Don't forget to join us on LinkedIn: <https://www.linkedin.com/groups/8722043/>

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www.linkedin.com

John Kosak

Thursday 2:13 PM

From a NON airline perspective, we operate aircraft from small (Phenoms) to large (G700) jets, the clearer the runway is, the better our braking performance is, the more likely we are to be able to get the passengers where they want to go.

Michael Splitt

Thursday 2:16 PM

How quickly would this get attention in the winter scenario (would you call?) From the 5min METAR archive: :03965KSWO SWO20110310052010903/10/11 05:20:31 5-MIN KSWO 101120Z AUTO 31004KT 10SM CLR 00/M03 A3036 580 81 -1000 310/04 RMK AO2 FZRANO \$

John Kosak

Thursday 2:30 PM

We keep a close eye on that to make sure that we have hangars for any aircraft spending time in an area expecting possible hail events. We will in some cases move the aircraft to another airport to prevent damage.

Gordon Brooks - 16 WS/WXP

Thursday 2:32 PM

What is the hail size threshold for aircraft inspection, and does it apply to all aircraft or is it airline-specific? Thank you.

Gordon Brooks - 16 WS/WXP

Thursday 2:34 PM

Sounds like it varies... a bit surprising.

Gordon Brooks - 16 WS/WXP

Thursday 2:36 PM

Matt F -- reminds me of Air Force ORM chart that looks at likelihood vs impacts.

Gordon Brooks - 16 WS/WXP

Thursday 2:41 PM

*Operational Risk Management

Thursday 2:43 PM

Matt Fronzak

COA = FAA Certificate of Authorization that allows public aircraft operators to conduct drone flights in controlled airspace when not using Part 107.

Gordon Brooks - 16 WS/WXP

Thursday 2:49 PM

ORM Matrix example (scroll to bottom): <https://nps.edu/web/safety/orm>

Michael Splitt
Thursday 2:59 PM

Can we start thinking about LTG/RAMPS for a possible future FPAW in a state that has LTG?

George, Tom
Thursday 3:01 PM

Thanks to all! Have to run (dial in) to another meeting.

Michael Splitt
Thursday 3:02 PM

The Sum is greater than the Parts?

james evans
Thursday 3:25 PM

Given that the next meeting is in the Washington DC area, would it be possible to have NTSB give a summary of what they consider to be key aviation weather issues at this point in time?

Randall Bass
Thursday 3:34 PM

What would be great at the next meeting is to have a group like Peraton brief on the Brand New ATC System and how they are integrating weather into it, including for UAS/AAM.



1 Like reaction

Beth Welliver
Thursday 3:37 PM

I like the recurring topics update idea.

Rother, Gordon (FAA)
Thursday 3:41 PM

Don't listen to Joel



1 Laugh reaction

Randall Bass
Thursday 3:41 PM

Having the fall meeting in the DC area does make it a lot easier for DC feds to attend. Just remember the NWA annual meeting is the week before which could impact travel for some who want to avoid back to back trips

Siegel, Joel M (FAA)
Thursday 3:45 PM

Rother, Gordon (FAA)4/23/26 3:41 PM

Don't listen to Joel

Good advice to live by for sure

Gregg, Christine
Thursday 3:46 PM

SWPC subscriptions and solar cycle - always get a kick out of this chart.

George, Tom
Thursday 3:46 PM

Am not familiar with an "Alaska PIREP Smart Solicitation" project. Is that the CAMI PIREP project?

Gordon Brooks - 16 WS/WXP
Thursday 3:56 PM

THanks everyone!