Friends & Partners in Aviation Weather Spring 2021 Meeting







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27 – 29 April 2021 Virtual Meeting

FPAW Meeting Overview

Welcome

- FPAW meeting once again held virtually given ongoing pandemic situation
- Meeting scheduled to accommodate participation across four time zones
- Meeting will be recorded

Agenda

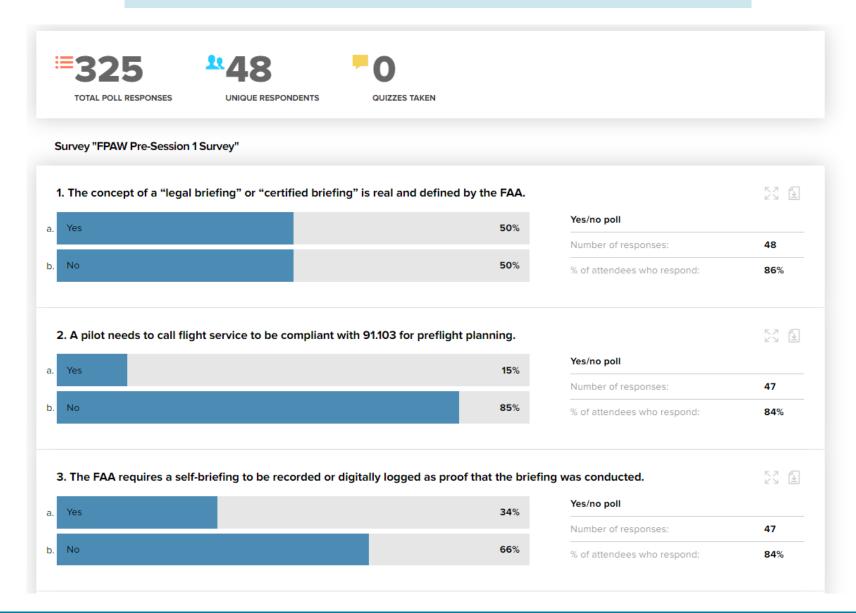
April 27	April 28	April 29
Digital Transformation of Flight Service: Human Assisted Briefing to Pilot Self Briefings	Emerging Standards and Certification Challenges for Novel Weather Observations	Operational Airspace Capacity Estimation / Prediction under Convective Weather Impact
Spectrum Interference and Weather Observations	Updates from Ongoing Topics	FPAW Updates

• Planning meeting on May 12

Rules of Engagement

- Please mute your microphones
- Please submit your questions or comments via chat capability unless otherwise instructed

FPAW Session #1 Pre-Session Survey Results



FPAW Session #1 Pre-Session Survey Results

No 5. A pilot may use third party online preflight planning applications to be Yes	17% compliant with 91.	Number of responses: % of attendees who respond:	46 82%
5. A pilot may use third party online preflight planning applications to be		% of attendees who respond:	82%
	compliant with 91.		
Yes		103 requirements for preflight planr	ning. 🔀 🛓
	87%	Yes/no poll	VOTES
		Number of responses:	46
No	13%	% of attendees who respond:	82%
5. The FAA has described how a pilot may be compliant with conducting Yes	a preflight self-brie 76%	Yes/no poll	
		Number of responses:	46
No	24%	% of attendees who respond:	82%
7. As part of its modernization, Flight Service will no longer provide phone	e services.		
	33%	Yes/no poll	
Yes		Number of responses:	

FPAW Session #1 Post-Session Survey Results

458	LINIQUE RESPONDENTS	QUIZZES TAKEN		
urvey "FPAW Post-Ses	sion 1 Survey"			
. The concept of a "le	gal briefing" or "certified brie	fing" is real and defined by the FAA.		
Yes		11%	Yes/no poll	
			Number of responses:	19
No				
		89%	% of attendees who respond:	32%
2. A pilot needs to call	flight service to be compliant	89% t with 91.103 for preflight planning. 0%	% of attendees who respond: Yes/no poll	
Yes	flight service to be compliant	t with 91.103 for preflight planning. 0%		
	flight service to be compliant	t with 91.103 for preflight planning.	Yes/no poll	
Yes		t with 91.103 for preflight planning. 0%	Yes/no poll Number of responses: % of attendees who respond:	19
Yes		t with 91.103 for preflight planning. 0% 100%	Yes/no poll Number of responses: % of attendees who respond: efing was conducted. Yes/no poll	19 32%
Yes No 3. The FAA requires a		t with 91.103 for preflight planning. 0% 100% r digitally logged as proof that the brid	Yes/no poll Number of responses: % of attendees who respond: efing was conducted.	19 32%

FPAW Session #1 Post-Session Survey Results

4. A pilot may use online tools (e.g., interactive maps or the GFA which do not have the ability to record what the pilot did) to be

a.	Yes 100%	Yes/no poll	
		Number of responses:	19
b.	No 0%	% of attendees who respond:	32%

5. A pilot may use third party online preflight planning applications to be compliant with 91.103 requirements for preflight planning. 🔀 👔

a.	Yes	100%	Yes/no poll	
			Number of responses:	19
b.	No	0%	% of attendees who respond:	32%

6. The FAA has described how a pilot may be compliant with conducting a preflight self-briefing.

compliant with 91.103 for preflight planning.

53 🗈

X 🗈

Yes/nc	74%	Yes	a.
Numbe			
% of at	26%	No	b.

Yes/no poll	
Number of responses:	19
% of attendees who respond:	32%

7. As part of its modernization, Flight Service will no longer provide phone services.





Yes/no poll	
Number of responses:	19
% of attendees who respond:	32%



FPAW Session #1 Survey Results Comparison

Pre-Session

Post-Session

TOTAL POLL RESPONSES UNIQUE RESPONDENTS OUIZZES TAKEN			TOTAL POLL RESPONSES	
Survey "FPAW Pre-Session 1 Survey"			Survey "FPAW Post-Session 1 Survey"	
I. The concept of a "legal briefing" or "certified briefing" is real and defined by the FAA. Yes 50% No 50%	Yes/no poll Number of responses: % of attendees who respond:	86%	1. The concept of a "legal briefing" or "certified briefing" is real and defined by the FAA. a. Yes b. No 89% Yes/no poll Number of responses: % of attendees who respond:	23 (19 32%
2. A pilot needs to call flight service to be compliant with 91.103 for preflight planning.	Yes/no poli	22 🗈	2. A pilot needs to call flight service to be compliant with 91.103 for preflight planning. Yes/no poll	
Yes 15%	Number of responses:	47	a. Yes 0% Number of responses:	19
No 85%	% of attendees who respond:	84%	b. No 100% % of attendees who respond:	32%
The FAA requires a self-briefing to be recorded or digitally logged as proof that the briefing		es E	3. The FAA requires a self-briefing to be recorded or digitally logged as proof that the briefing was conducted.	
Yes 34%	Yes/no poll Number of responses:	47	a. Yes 11% Yes/no poll	19
No 66%	% of attendees who respond:	84%	b. No 89% % of attendees who respond:	32%

FPAW Session #1 Post-Session Survey Results

Pre-Session

Post-Session

'es	83%	Yes/no poll	
		Number of responses:	46
0	17%	% of attendees who respond:	82%
A pilot may use third party online preflight	planning applications to be compliant with 91.	103 requirements for preflight plan	ning. 🔯 😫
25	87%	Yes/no poll	VOTES CSV
		Number of responses:	46
0	13%	% of attendees who respond:	82%
	13% compliant with conducting a preflight self-brid 76%		82%
The FAA has described how a pilot may be	compliant with conducting a preflight self-brie	afing.	
The FAA has described how a pilot may be	compliant with conducting a preflight self-brie	tfing. Yés/no poll	
The FAA has described how a pilot may be	compliant with conducting a preflight self-brid 76% 24%	rfing. Yes/no poll Number of responses:	23 🕢 46
the FAA has described how a pilot may be	compliant with conducting a preflight self-brid 76% 24%	rfing. Yes/no poll Number of responses:	46 82%

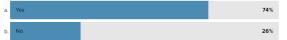
4. A pilot may use online tools (e.g., interactive maps or the GFA which do not have the ability to record what the pilot did) to be

a, Ye	/es	100%	Yes/no poll	
			Number of responses:	19
b. N	No	0%	% of attendees who respond:	32%

5. A pilot may use third party online preflight planning applications to be compliant with 91.103 requirements for preflight planning. 🔀 👔

a.	Yes	100%	Yes/no poll
			Number of respor
b.	No	0%	% of attendees wi

6. The FAA has described how a pilot may be compliant with conducting a preflight self-briefing.



7. As part of its modernization, Flight Service will no longer provide phone services.

a.	Yes 26%		Yes/no poll	
b.			Number of responses:	19
	No	74%	% of attendees who respond:	32%



19 32%

19

32%

Yes/no poll