

Fall 2021 FPAW / Aviation Weather TEM Chat Log

Day 1

[Monday, 10-4-21, 12:02 PM] Matt Fronzak

Whether it's bottom up or top down, it seems to me that OFCM and ICAMS are really all about cross-coordination, which, at the end of the day, takes people. Are there enough people to get the job done?

[Monday, 10-4-21, 12:04 PM] Joshua Maloy (NWS-AAWU) (Guest)

ICAMS should consider reaching out to NOAA Hollings Scholarship program to raise awareness of ICAMS and their desire to recruit/involve the next generation of scientists.

[Monday, 10-4-21, 12:04 PM] Steve Darr (Guest)

How do ICAM committees monitor developments outside government?

[Monday, 10-4-21, 12:04 PM] Joshua Maloy (NWS-AAWU) (Guest)

Also, NWS new hire course

[Monday, 10-4-21, 12:05 PM] Steve Darr (Guest)

Yes, thanks

[Monday, 10-4-21, 12:06 PM] Matthias Steiner (Guest)

Is there a process on how to suggest topics to ICAMS that should get looked at?

[Monday, 10-4-21, 12:07 PM] Glienke, Susanne (Guest)

How can early career scientists get involved?

[Monday, 10-4-21, 12:07 PM] Bass, Randy (FAA) (Guest)

If someone just learning about ICAMS really wants to be on one of the committees, is it too late? If not, how should they go about requesting to be on a committee?

[Monday, 10-4-21, 12:07 PM] Matt Fronzak

Should ICAMS / IMCO have a presence at the AMS Annual Meeting, to attract the young scientists?

[Monday, 10-4-21, 12:09 PM] Bauman, William (FAA) (Guest)

I'm the FAA representative

[Monday, 10-4-21, 12:10 PM] David Chorney (Guest)

david.chorney@noaa.gov

[Monday, 10-4-21, 12:25 PM] David Bieger (NOAA/NWS) (Guest)

Hooah, Joshua!

[Monday, 10-4-21, 12:25 PM] McClure, Andrew (FAA) (Guest)

Question for Josh Maloy: In light of the sparse METARs, radars, and forecast verification, where in Alaska, or the North Pacific routes, would you like to see increased infrastructure, and what kind of tools are needed?

[Monday, 10-4-21, 12:29 PM] Matt Fronzak

Huh - who knew that AWC had a Warrenton, VA office...(laugh)

[Monday, 10-4-21, 12:30 PM] David Bieger (NOAA/NWS) (Guest)
Matt Fronzak...wouldn't be here with all the other offices and people Joshua's talking about right now. The AWC team is Sierra Hotel, and Joshua's crew is leading the way for NCEP.

[Monday, 10-4-21, 12:30 PM] David Bieger (NOAA/NWS) (Guest)
Should say we wouldn't be here without them

[Monday, 10-4-21, 12:32 PM] Matt Fronzak
David Bieger (NOAA/NWS) (Guest) - roger all (being serious for once).

[Monday, 10-4-21, 12:33 PM] Kirt (Guest)
cannot get my mic to unmute

[Monday, 10-4-21, 12:33 PM] David Bieger (NOAA/NWS) (Guest)
Lemme tell ya, we need a lot less serious and a lot more levity these days...appreciate that you keep it light, and grounded, Matt!

[Monday, 10-4-21, 12:33 PM] Shelton-Mur, Karen (FAA) (Guest)
Question for Josh Maloy: How much of a concern/issue is re-suspended ash? Is there some way to determine the concentration of the re-suspended ash? What is the disruption to the airspace as a result of re-suspended ash?

[Monday, 10-4-21, 12:34 PM] Marilyn Pearson (Guest)
Hey Disco- I agree!

[Monday, 10-4-21, 12:35 PM] Joshua Scheck (Guest)
@David Disco: We definitely have a good partnership going! Thanks to you and your team!

[Monday, 10-4-21, 12:42 PM] Kirt (Guest)
I am on via phone

[Monday, 10-4-21, 12:43 PM] Shane Cox (Guest)
618 area code is me (Capt Shane Cox).

[Monday, 10-4-21, 12:43 PM] Kirt (Guest)
631

[Monday, 10-4-21, 12:46 PM] David Bieger (NOAA/NWS) (Guest)
Deuces! (IYKYK)

[Monday, 10-4-21, 12:51 PM] Joshua Scheck (Guest)
@Capt Cox: Thanks for the AWC and SPC Service Backups!

[Monday, 10-4-21, 12:53 PM] Shane Cox (Guest)
Always a pleasure!

[Monday, 10-4-21, 12:57 PM] Mike Robinson
David A Strand your mic is filled with static

[Monday, 10-4-21, 12:58 PM] Matt Fronzak

Mike Robinson he's aware and is trying to hang on until the break.

[Monday, 10-4-21, 1:02 PM] Shelton-Mur, Karen (FAA) (Guest)
thanks! excellent comments Josh Maloy.

[Monday, 10-4-21, 1:02 PM] Phaneuf, Mark, Engineering & Air Safety (Guest)
I don't know if it's just me, but David Strand's audio has a lot of static

[Monday, 10-4-21, 1:03 PM] Joshua Scheck (Guest)
@Capt Cox: Concerning your global graphics products, are you able to use any of the AWC world area forecast system global hazards maps to help your team's efficiency?

[Monday, 10-4-21, 1:03 PM] Matt Fronzak
For all the previous panelists: are there "common" gap areas that you each share?

[Monday, 10-4-21, 1:08 PM] Dr. Brian Pettegrew
Kory Gempler, public/private partnerships have long been discussed. How do you see the future of this from the A4A side?

[Monday, 10-4-21, 1:09 PM] Smith, Brandon (FAA) (Guest)
I recall at the ATCSCC, very cold air aloft was typically associated with stratospheric ozone intrusions. That was more the issue over the lower 48 (occurred a few times each winter)

[Monday, 10-4-21, 1:11 PM] Shane Cox (Guest)
I did want to ask for Mr. Josh Maloy--we're providing forecasts for various locations across the Arctic, and we have been conducting some model verification to see just how "good" various models perform. Is there a go-to that you and your team utilize in terms of overall performance? I understand that certain models have their "eachs," but wanted to get your perspective on this.

[Monday, 10-4-21, 1:13 PM] Branham, Robert (Guest)
Excellent question, given the AF is looking at improving its forecasting capes across the Arctic, in support of the DAF Arctic Strategy

[Monday, 10-4-21, 1:14 PM] Shane Cox (Guest)
Excellent, thank you, Sir!

[Monday, 10-4-21, 1:15 PM] Matt Fronzak
It seems to me that this type of exchange is an example of the cross-org conversation that this meeting was meant to encourage. Use and abuse the Chat Room.

[Monday, 10-4-21, 1:49 PM] Matt Fronzak
For Bill Bauman - I noted with interest your choice of the word "request" for what you send to NWS to fill an identified weather "requirement." Can you elaborate on this a bit?

[Monday, 10-4-21, 1:55 PM] Bauman, William (FAA) (Guest)
Yes. Meteorological service in support of domestic aviation is governed by Title 49 United States Code Section 44720, which states "The Administrator of the Federal Aviation Administration shall make recommendations to the Secretary of Commerce on providing meteorological services necessary for the safe and efficient movement of aircraft in air commerce. In providing the services, the Secretary shall cooperate with the Administrator and give complete consideration to those recommendations.

[Monday, 10-4-21, 1:55 PM] Branham, Robert (Guest)

How do you plan on operationalizing OPC from a production perspective? We are still working on that in the AF with GSWR.

[Monday, 10-4-21, 1:56 PM] Bauman, William (FAA) (Guest)

So, FAA doesn't levy "requirements" but we make requests or recommendations to which DOC, NOAA, NWS shall cooperate with.

[Monday, 10-4-21, 2:09 PM] Bob Avjian

Bill, what will be the vertical resolution of your wind product? Thanks

[Monday, 10-4-21, 2:14 PM] Matthias Steiner (Guest)

To all panelists: To what extent & how are aviation weather hazard characterization algorithms shared across federal agencies – e.g., FAA, NOAA, USAF, NASA, etc.?

[Monday, 10-4-21, 2:20 PM] Matt Fronzak

For Doug Murphy - from your perspective, do you think that the weather products needed by the FAA and operators and produced by the FAA are sufficiently different from similar products generated by NWS to justify them?

[Monday, 10-4-21, 2:23 PM] Bauman, William (FAA) (Guest)

Algorithms in terms of numerical wx prediction for turbulence, icing, convection, C&V, winds, are developed by NOAA GSL, NCAR, MIT/Lincoln Lab on behalf of FAA and transitioned into operations at NWS. FAA, via technical exchange meetings, has shared offshore precipitation capability (OPC) with USAF who, in turn, developed the global synthetic weather radar capability based on OPC. More recently we have been sharing needs for UAS with NASA, not specifically exchanging algorithms per se.

[Monday, 10-4-21, 2:27 PM] Dr. Brian Pettegrew

Jason Levit (Guest), R2O is heavily discussed, but could you expand any thoughts and roles of operational agencies closing the loop and providing O2R?

[Monday, 10-4-21, 2:28 PM] Marilyn Pearson (Guest)

Bauman, William (FAA) Algorithms in terms of numerical wx prediction for turbulence, icing, convection, C&V, winds, are developed by NOAA GSL, NCAR, MIT/Lincoln Lab on behalf of FAA and transitioned into operations at NWS. FAA, via technical exchange meetings, has shared offshore precipitation capability (OPC) with USA...

Looking forward to UAS solutions and eVTOL/AAM solutions in time

[Monday, 10-4-21, 2:34 PM] John Walker - NOAA UxS R&D (Guest)

@Bill Bauman -- Like Marilyn, I'm also excited to be working (within NOAA's UxS R&D office) toward development of UAS solutions... Particularly for routine lower atmospheric profiling. What is the best way to engage the FAA to build out the partnership toward meeting those observational needs ("requests")?

[Monday, 10-4-21, 2:39 PM] Steve Arbogast (Guest)

The GTG is a great Turbulence Tool. That my organization (pvt) uses!

[Monday, 10-4-21, 2:40 PM] Joshua Maloy (NWS-AAWU) (Guest)

I concur with Steve about the utility of GTG for operations.

[Monday, 10-4-21, 2:42 PM] Joshua Scheck (Guest)

@Bop: Yes. Austin is presenting tomorrow. The new and improved HEMS will become experimental in the next 3-9 months, and we intend to make those grids available for outside groups to recreate.

[Monday, 10-4-21, 2:42 PM] Jason Levit (Guest)

Brian, O2R (for me) is basically communicating requirements/standards for developing codes that will execute in operations via NCEP Central Operations - once applications are about to be transitioned at high TRL, then those requirements are usually collaborated on

[Monday, 10-4-21, 2:43 PM] McClure, Andrew (FAA) (Guest)

Apoorva Bajaj please send an email to me at andrew.mcclure@faa.gov

[Monday, 10-4-21, 2:44 PM] Dr. Brian Pettegrew

Jason Levit (Guest), thanks. That is a really important part I think agencies get lost in when supporting research is understanding the requirements of the operational entity.

[Monday, 10-4-21, 2:45 PM] Apoorva Bajaj (Guest)

McClure, Andrew (FAA) Looking forward to connecting, Andy,

[Monday, 10-4-21, 2:46 PM] McClure, Andrew (FAA) (Guest)

Likewise!

[Monday, 10-4-21, 2:50 PM] Bauman, William (FAA) (Guest)

John Walker - NOAA UxS R&D (Guest) - the best way to engage the FAA to build out the partnership toward meeting those observational needs is to talk to our UAS lead in the Aviation Weather Division, Kevin Johnston, Kevin.L.Johnston@faa.gov

[Monday, 10-4-21, 2:53 PM] John Walker - NOAA UxS R&D (Guest)

Very good ... Thank you, Bill!

[Monday, 10-4-21, 2:53 PM] Matt Fronzak

Marilyn Pearson gets a shout-out!

[Monday, 10-4-21, 2:53 PM] Marilyn Pearson (Guest)

Thanks Gordie- still working weather issues even though I'm not with the FAA!

[Monday, 10-4-21, 2:58 PM] Bauman, William (FAA) (Guest)

The FAA we have several ways to promote O2R. One is via our Aviation Weather Request form, [NextGen Aviation Weather Request Form \(faa.gov\)](#), for which stakeholders (operators) can submit problem statements that they'd like us to entertain. Another way is by direct interaction with our FAA colleagues in operational lines of business, typically air traffic controller's needs. Also, internally via our FAA Wx Community of Interest that has 40 FAA employees communicating wx issues from across the agency (typically operational needs). Externally we have recurring meetings from operational organizations such as A4A, AOPA, etc. who submit requests for research and support.

[Monday, 10-4-21, 3:00 PM] Joshua Maloy (NWS-AAWU) (Guest)

Perhaps beyond the scope of this panel/discussion...but couldn't certified weather systems that are deemed too costly to obtain/maintain be addressed thru Infrastructure appropriations?

[Monday, 10-4-21, 3:01 PM] Smith, William L. (LARC-E302) (Guest)

Bob Avjian, regarding your question about winds produced in a satellite data assimilation system - The model resolution is 25 or 30 mb but the effective resolution where the error correlation between levels becomes lower than 1 sigma is not certain. My colleagues think it is about 1.5-2 km but have not yet computed it. We will dig into this. Thanks for the good question!

[Monday, 10-4-21, 3:08 PM] Scott/SayWeather (Guest)

Gordy: When is new Aviation Weather Handbook coming out?

[Monday, 10-4-21, 3:09 PM] Bass, Randy (FAA) (Guest)

Gordy, a pilot can miss every weather question on their license exam yet still pass. Has there been any discussions about strengthening the requirement for weather knowledge for getting a license?

[Monday, 10-4-21, 3:10 PM] Steventon, John (FAA) (Guest)

The new Aviation Weather handbook is currently in FAA legal Review.

[Monday, 10-4-21, 3:11 PM] Matthias Steiner (Guest)

To what extent are the various requirements coming to NOAA visible to the agencies submitting them? For example, is the FAA aware of what surface transportation may have submitted? There may be overlap in interest to join forces for a common solution.

[Monday, 10-4-21, 3:12 PM] Dr. Brian Pettegrew

Great synergistic question Matthias!

[Yesterday 3:12 PM] Rother, Gordon (FAA) (Guest)

Randy, That is a good point, we have discussed this with our AFS500 branch, however the percentages are driven around the total number of questions on the test. The practical exams are more directed to the areas of knowledge, so when a pilot or dispatcher gets the check out he/she must be able to apply that knowledge.

[Yesterday 3:12 PM] Joshua Maloy (NWS-AAWU) (Guest)

Would levying requirements (in lieu of recommendations) on the NWS have more pull in helping NWS get the needed level appropriations to fulfill those requirements?

[Yesterday 3:13 PM] Steve Weygandt (Guest)

For GSL, we get significant O2R from the discussions with and feedback from various users (forecasters, stakeholders, etc.) on issues / shortcomings they see. This definitely impacts the R&D work we are doing.

[Yesterday 3:14 PM] Marilyn Pearson (Guest)

To Randy's question- before I left AFS-800, there was a bit of a discussion about requiring the applicant to pass each subject area of the exam, but it didn't seem to have much traction.

[Yesterday 3:18 PM] Joshua Maloy (NWS-AAWU) (Guest)

TY Bill and Bruce.

[Yesterday 3:21 PM] Matt Fronzak

I wonder if this question of visibility to other agencies requests of NOAA is something that ICAMS/OFCM could/should explicitly do?

[Yesterday 3:22 PM] Matthias Steiner (Guest)

I wonder whether there are equivalents to the FAA's Weather Community of Interest in other agencies. If so, please elaborate.

[Yesterday 3:24 PM] Matt Fronzak

Does DoD levy aviation weather requirements or make aviation weather recommendations to NOAA and/or to its internal weather producers?

[Yesterday 3:24 PM] Bass, Randy (FAA) (Guest)

Gordy, could you explain a little more about the process for getting an Advisory Circular published, and the enforcement power they carry? A few years ago when we considered an AC or similar order for procedures for closing ramps due to lightning warnings, there was a huge blowback from the airlines because ACs mean they have to abide vice "consider"

[Yesterday 3:26 PM] Prott, Frances M (FAA) (Guest)

I'd be interested in the AC process too. We have some things in Flight Service we think may be appropriate for an AC, but don't know the requirements to develop one.

[Yesterday 3:27 PM] Marilyn Pearson (Guest)

Randy, I worked to publish the AC 91-92 and it was a 2-year project. While its advisory, it carries some influence as it explains the requirements of the regulation. The AC goes before the DCB and then to AGC.

[Yesterday 3:28 PM] Dr. Brian Pettegrew

Bruce Entwistle (NWS) (Guest), in my days at AWC, there was the beginning conversation of cross interests between aviation and fire support within some research groups

[Yesterday 3:30 PM] Joshua Scheck (Guest)

@Brian: That aviation and fire integration discussion has continued to build outward in scope, but not very deep in scope.

[Yesterday 3:32 PM] Rother, Gordon (FAA) (Guest)

i cant umute

[Yesterday 3:40 PM] Paurus, Joshua

For certificated airports, AC's move from advisory to regulatory IF the airport has accepted any federal grant funding. Which most airports do.

[Yesterday 3:40 PM] McClure, Andrew (FAA) (Guest)

Yay, Marilyn!

[Yesterday 3:42 PM] Marilyn Pearson (Guest)

thanks for a great session, see you all tomorrow!

[Yesterday 3:43 PM] Bob Avjian

Thank you, Bill Smith!

[Yesterday 3:49 PM] Bruce Entwistle (NWS) (Guest)

Pre 1970 for Weather Bureau mentions!

[Yesterday 3:51 PM] Joshua Maloy (NWS-AAWU) (Guest)

TY Gordon

[Yesterday 4:04 PM] Joshua Scheck (Guest)

Thanks to all of you!

[Yesterday 4:05 PM] Steve Arbogast

Thank You All!

[Yesterday 4:05 PM] Branham, Robert (Guest)

Great first day!