

Fall 2020 FPAW Meeting Chat Log
Thursday, 10/15/20

[10/15 11:00 AM] David A Strand

Good Morning! Welcome to Day 3. As a reminder, use this chat function when possible to ask questions or make comments. Please say who the comment or question is directed to. Also, please ensure your microphone is muted when you're not speaking. Thank you!

[10/15 11:12 AM] Matthias Steiner, NCAR (Guest)

If you click on your raised hand again you can have it go away again. ;-)

[10/15 11:24 AM] Colavito, Jenny (FAA) (Guest)

Why do you think Southwest Airlines had a more rapid recovery?

[10/15 11:26 AM] Matt Fronzak

Colavito, Jenny (FAA) - stay tuned. I think Mike will cover this shortly. If not, I'll offer an opinion in the Chat.

[10/15 11:28 AM] Matt Fronzak

Colavito, Jenny (FAA)...and if he does not, we'll bring it up in our post-presentation discussion.

[10/15 11:43 AM] Tom Ryan (Guest)

Mike, with your slide on fleet schedule uncertainty I think I misunderstood it for the Sept and Oct timeframes. It looked like there appeared to be some stable recovery. Would you please correct me?

[10/15 11:44 AM] James Pinto (Guest)

Weekly cycle in operations seems to match the weekly cycle in covid cases - though not likely related, can you comment?

[10/15 11:44 AM] Steve Darr via App (Guest)

Southwest is limiting load factor to 67% and other major airlines are not. That would require 150% of flights for same passenger volume given same size aircraft

[10/15 11:44 AM] Bass, Randy (FAA) (Guest)

I've seen that up to 35% of Americans will not get the vaccine once it's ready. Any indication that the airlines will make it mandatory for their employees?

[10/15 11:45 AM] Catherine Jackson (Guest)

Southwest has suffered less impact from International operations. Southwest continues to cap capacity on each flight.

[10/15 11:45 AM] Colavito, Jenny (FAA) (Guest)

Thanks for your responses, everyone.

[10/15 11:46 AM] James Pinto (Guest)

Why are operations plans always so optimistic?

[10/15 11:49 AM] Matt Fronzak

Tom, James, Steve and Randy - we'll circle back to these.

[10/15 11:49 AM] Rob Banks - PEMDAS (Guest)

DAL still caps load factor at 60% as well!

[10/15 11:49 AM] Tom Ryan (Guest)

Thanks Matt!

[10/15 11:52 AM] Steve Darr via App (Guest)

Southwest has been operating its schedule closer to pre-pandemic levels, but it is not making money as it did pre-covid. It announced it is may furlough employees in 2021 for the first time in its history

[10/15 11:58 AM] Janet Forf

What other weather elements do these aircraft provide to support weather forecast products?

[10/15 12:00 PM] James Pinto (Guest)

have you looked at impacts on prediction of convection?

[10/15 12:00 PM] Dave Kochevar (NWS) (Guest)

This is a really interesting study Eric! Is this published anywhere so I could share it?

[10/15 12:01 PM] Stan Benjamin (Guest)

<https://doi.org/10.1175/JAMC-D-20-0010.1>

[10/15 12:01 PM] James, Eric (Guest)

Yes, here's the article: <https://doi.org/10.1175/JAMC-D-20-0010.1>.

[10/15 12:01 PM] Dave Kochevar (NWS) (Guest)

perfect, thank you!

[10/15 12:02 PM] Jacob Carley (NOAA/EMC) (Guest)

If interest - I can speak a bit to changes/impacts with the GFS

[10/15 12:05 PM] Steve Darr via App (Guest)

Check out the FPAW presentations made as part of the ABO sessions in prior year FPAW meetings. NOAA/NWS has presented data denial studies previously showing the importance/impact of ABO to forecasts of various lengths

[10/15 12:06 PM] Bryce Ford (Guest)

Janet (no relation) - aircraft equipped with WVSS-II report Water Vapor, in addition to the Temp & Winds... Globally there are 148 equipped aircraft at the moment, with 139 of those in the U.S. (SWA & UPS).

[10/15 12:06 PM] Matt Fronzak

Jacob Carley (NOAA/EMC) (Guest)...we are going poll the audience to ID what they'd like to talk about after the break. So, stay tuned to be asked to say more.

[10/15 12:07 PM] Jacob Carley (NOAA/EMC) (Guest)

Matt Fronzak sounds good, thanks!

[10/15 12:27 PM] Matt Fronzak

<https://www.surveymonkey.com/r/TSLJB5C>

Fall 2020 FPAW COVID-19 Session

Take this survey powered by surveymonkey.com. Create your own surveys for free.
www.surveymonkey.com

[10/15 12:30 PM] Stan Benjamin (Guest)

Matt F - restart at 1245 ET?

[10/15 12:30 PM] David A Strand

Yes

[10/15 12:45 PM] John Kosak, CAM - NBAA (Guest)

Other: What impacts might we expect to general/business aviation airports - weather reporting, upgrades (camera program), etc. We've already seen an increased interest in business aviation, both from a charter and companies interested in starting their own shuttle services. I'd be happy to elaborate as necessary.

[10/15 12:46 PM] James Pinto (Guest)

Given that we are likely headed to a winter surge, how are airlines using this information (and finer scale weather information - say 3-5 day predictions of inclement weather which will lead to more indoor spreader events) to predict resource needs going into the holiday season?

[10/15 12:52 PM] Pearson, Marilyn (FAA) (Guest)

Are the airlines moving toward private charter work as well?

[10/15 12:53 PM] McClure, Andrew (FAA) (Guest)

I believe Alaska Airlines has always done that on request.

[10/15 12:53 PM] Johnston, Kevin L (FAA) (Guest)

To John's point, today's ATO daily showed air carrier flights down over 47 percent for yesterday, IFR flights down 33%

[10/15 12:55 PM] Taggio, AnnMarie C (FAA)

This has been an AMAZING briefing. I have to leave for another telecom but would like the recording. Is that possible?

[10/15 12:56 PM] Matthias Steiner, NCAR (Guest)

Yes, the session is recorded and will be posted with the slides on the FPAW website (fpaw.aero)

[10/15 12:56 PM] McClure, Andrew (FAA) (Guest)

ASA (Alaska's three-letter) has also picked up a lot of freight work in AK since COVID collapsed some of the large commuter companies up here. Many flights in & out of smaller communities that haven't had jet service in a long time, if ever.

[10/15 12:56 PM] Matt Fronzak

We are recording the meeting and intend to make it available after the meeting on the FPAW Web Site (<https://fpaw.aero>).

[10/15 12:57 PM] Taggio, AnnMarie C (FAA)

Awesome. And thank you so much for all the hard work you have put in to share.

[10/15 12:58 PM] David Bieger, NOAA/NWS (Guest)

If I have the numbers correct, on average, for IFR flights, Air Carrier and Air Transport is 40% below baseline, GA is down 10%, but freight is up 8%.

[10/15 12:59 PM] Mike Robinson

David Bieger, NOAA/NWS (Guest) Those numbers see right - my data cut off in August, and have come up a bit since (but 40%, 10%, +8% do match what we are seeing currently); I am afraid it will drop again however if the COVID surge intensifies

[10/15 1:01 PM] David Bieger, NOAA/NWS (Guest)

Mike Robinson I share that same apprehension...and what we've really not discussed much are the changes in the NAS leaders...we track N90 numbers daily for NWSHQ...NYC probably hit the hardest in the NAS, and still down 60-80% on average (varies by airport).

(1 liked)

[10/15 1:04 PM] Catherine Jackson (Guest)

Have you noticed a decline in the number of PIREPS submitted to the AWC as some carriers are using products that do not widely disseminate reports?

[10/15 1:13 PM] John Kosak, CAM - NBAA (Guest)

I'm not worried about catching COVID ON a flight, I'm worried about getting through the airport.
(1 liked)

[10/15 1:16 PM] George, Tom

With GA flights increasing, any number on how PIREPs from GA aircraft are trending, proportional to flight activity?

[10/15 1:16 PM] Beth Krajewski (Guest)

and there are quarantine requirements in many states, so even if you get somewhere, you may not be allowed to leave your room for 2 weeks.

[10/15 1:20 PM] McClure, Andrew (FAA) (Guest)

@Catherine Jackson: AK PIREPS (FSS only) are staying in line with the decline in traffic (traffic roughly 75% of normal, PIREPs 72% of normal in the peak month this summer) comparing the peaks of 2019 & 2020.

[10/15 1:36 PM] Jacob Carley (NOAA/EMC) (Guest)

MODE-S EHS observations?

[10/15 1:37 PM] Matt Fronzak

Jacob Carley (NOAA/EMC) (Guest) - YES!

[10/15 1:41 PM] Bryce Ford (Guest)

For Aircraft Based Obs (ABO) the European teams all work together under the EUMETNET-ABO (E-ABO) program, which includes AMDAR, ADS-B/C, Mode-S, etc.

[10/15 1:46 PM] Matt Fronzak

Steve Darr via App (Guest) Jacob Carley (NOAA/EMC) (Guest) - Sorry if my YES! was an ignorant one. Consider it to be YES! in support of the use of either direct or indirect (inferred) aircraft-based weather information, regardless of flavor or type.

[10/15 1:48 PM] McClure, Andrew (FAA) (Guest)

Leaving for another telcon. Excellent conversations - all three days. Thanks, Matthias and Matt F.

[10/15 1:50 PM] Matt Fronzak

FWIW - BVLOS = Beyond Visual Line of Sight

[10/15 1:52 PM] Jacob Carley (NOAA/EMC) (Guest)

Matt Fronzak Appreciate the enthusiasm and the encouragement for using these obs. Mode-s ehs is an option for GFS (e.g. over Europe). Have to be open to a variety of ways to get the data.

[10/15 1:54 PM] McClure, Andrew (FAA) (Guest)

IMHO, losing the pilot (human) input would be very detrimental. I agree - ALL sources must be accepted for the value they bring.

[10/15 2:06 PM] John Kosak, CAM - NBAA (Guest)

I'll second the "overheard" conversations. Being on the floor with the specialists making the decisions regarding the use of the airspace was a huge benefit for us.

(1 liked)

[10/15 2:06 PM] Catherine Jackson (Guest)

Matt, I have to agree, the value of the overheard conversation is tremendous.

(1 liked)

[10/15 2:07 PM] John Kosak, CAM - NBAA (Guest)

Sad face

[10/15 2:08 PM] Beth Krajewski (Guest)

I also think it is a confidence measure, to be able to look in someone's face and hear the tone in their voice to assess how confident they are in the forecast they just provided.

(1 liked)

[10/15 2:08 PM] Brody, Frank [USA]

Fully agree with Matt and John and Catherine based on my tenure at ATCSCC, and prior embedded within NASA Mission Control. Overheard and informal convos - and face to face relationships - are huge.

(1 liked)

Edited

[10/15 2:14 PM] David Bieger, NOAA/NWS (Guest)

NY hotline replaced with TX hotline this SWAP season.

(1 liked)

[10/15 2:15 PM] Matt Fronzak

Mike Robinson is a Supreme Aviation Week Geek

[10/15 2:16 PM] John Kosak, CAM - NBAA (Guest)

Always a place for hotlines....

(2 liked)

[10/15 2:17 PM] John Kosak, CAM - NBAA (Guest)

They don't replace the concept of being "on the floor" with other people, but it can be very helpful.

[10/15 2:18 PM] Jonathan Leffler (Guest)

Completely agree, Stephanie

[10/15 2:19 PM] Beth Krajewski (Guest)

Absolutely

[10/15 2:19 PM] Matthias Steiner, NCAR (Guest)

Yes, the mental health of employees is so important!

[10/15 2:19 PM] John Kosak, CAM - NBAA (Guest)

We've been using the Slack app at NBAA. We have different rooms for different parts of the organization and projects.

[10/15 2:19 PM] David Bieger, NOAA/NWS (Guest)

Absolutely right. Big challenge with the separate team concept at DCC...I haven't "seen" half my team since March.

[10/15 2:26 PM] Klipfel, Stephanie (Guest)

I have to head off to another meeting. Thanks for letting me join.

[10/15 2:38 PM] Siegel, Joel [USA] (Guest)

I'm here

[10/15 2:40 PM] Bryce Ford (Guest)

Hand Raise not working - but uses, I'm good with 26th

[10/15 2:41 PM] Bryce Ford (Guest)

Not the 27th for me.

[10/15 2:42 PM] Bryce Ford (Guest)

Pilot error I'm sure

[10/15 2:42 PM] Bass, Randy (FAA) (Guest)

Monday doesn't work for the Aviation Weather Division. Tuesday isn't great either

[10/15 2:43 PM] Bryce Ford (Guest)

Nope

[10/15 2:45 PM] Bryce Ford (Guest)

15 + me = 18

[10/15 2:47 PM] Jonathan Leffler (Guest)

I think virtual is the safest route

[10/15 2:47 PM] Rob Banks - PEMDAS (Guest)

Most other events will be virtual in 2021

[10/15 2:50 PM] John Kosak, CAM - NBAA (Guest)

I like the multiple day option. 4 hour max.

(1 liked)

[10/15 2:50 PM] John Kosak, CAM - NBAA (Guest)

I can still get other work done before/after our meeting.

[10/15 2:50 PM] Rob Banks - PEMDAS (Guest)

Second John

[10/15 2:51 PM] David Chorney (OFCM) (Guest)

4 hour days work best as anything longer is hard to sit and listen attentively.

[10/15 2:51 PM] Rhonda Moore (Guest)

3 4 hour days are good

[10/15 2:51 PM] Tom Ryan (Guest)

Yes, I think we should commit to virtual now. I agree with the 4 hour day being optimal.

[10/15 2:52 PM] Bryce Ford (Guest)

Thumbs up

[10/15 2:57 PM] John Kosak, CAM - NBAA (Guest)

Would he be willing to raise the money via sponsorships to pay for it?

[10/15 3:03 PM] John Kosak, CAM - NBAA (Guest)

It's a great page!

[10/15 3:08 PM] Tom Ryan (Guest)

I've had it suggested to me that we submit problem statements to the Wx COI!

[10/15 3:14 PM] John Kosak, CAM - NBAA (Guest)

Agreed

[10/15 3:14 PM] John Kosak, CAM - NBAA (Guest)

With the previous speaker...

[10/15 3:18 PM] Bryce Ford (Guest)

I recall a briefing at the Summer 2016 meeting about setting specific goals and objectives for FPAW - "What Metrics are Important to FPAW?" i.e., what metrics can we use to measure our performance?

[10/15 3:23 PM] Matthias Steiner, NCAR (Guest)

One metric is participation in FPAW meetings. Having up to 100 people participate is a measure of success. If people don't get any value out of these meetings, they wouldn't show up anymore.

[10/15 3:23 PM] Jonathan Leffler (Guest)

:-)

[10/15 3:23 PM] Bryce Ford (Guest)

Incorrect - the 2016 presentation was to use existing metrics from someone else; FAA, ICAO, IATA, We all know we cannot create new things, without funding to do so. The 2016 briefing is about is "Do we need to measure how much of an impact FPAW is really making?"

[10/15 3:28 PM] Bass, Randy (FAA) (Guest)

Got to sign off for another meeting. Great discussion today.
(1 liked)

[10/15 3:28 PM] Bryce Ford (Guest)

The response to that discussion was, and I quote, "No we don't want to measure FPAW effectiveness or performance. We just like coming to meetings so we can talk about researchie type stuff."

[10/15 3:29 PM] Rob Banks - PEMDAS (Guest)

I also have to leave for another meeting. Thanks for a great few days!

[10/15 3:30 PM] Brody, Frank [USA]

Signing off also - excellent discussions and presentations - great meeting, overall!

[10/15 3:35 PM] David Bieger, NOAA/NWS (Guest)

Great meeting, y'all! Thanks to Matt and Matthias, all the presenters and contributors. Bravo Zulu!

[10/15 3:35 PM] Jonathan Leffler (Guest)

Agree with Disco. Very nicely done!

[10/15 3:36 PM] Steve Darr via App (Guest)

Thanks all! Be well.

[10/15 3:36 PM] George, Tom

Thanks, one and all. Plenty to chew on, and digest!

[10/15 3:36 PM] Brian Pettegrew (Guest)

Thanks for a great meeting!

[10/15 3:36 PM] Tom Ryan (Guest)

Thanks gents. Well done.

[10/15 3:36 PM] Jim Hasemann (Guest)

Thank you - good bye