

Fall 2020 FPAW Meeting Chat Log
Tuesday, 10/13/20

[10/13 11:00 AM] David A Strand

Good Morning, everyone. Welcome to the fall FPAW! While you enjoy the beautiful view from Matthias' office, one admin item: During the meeting, you can use the chat function for questions or comments. We will generally hold the questions/comments to the end of each presentation. Also please let us know who you are directing the question or comment to. Thanks!

[10/13 11:23 AM] Pearson, Marilyn (FAA) (Guest)

Where will the implementation be located?

[10/13 11:25 AM] Matt Fronzak

Pearson, Marilyn (FAA) - implementation of what (I've not been paying attention)? Dual-pol?

[10/13 11:26 AM] Matthias Steiner, NCAR (Guest)

To what extent has there been a dialogue between TAIWIN and airport operations? Information gained by TAIWIN research may be beneficial for airport winter maintenance, friction reporting, etc.

[10/13 11:26 AM] Jose Garcia (IMSG @ NOAA/NESDIS) (Guest)

In addition to GOES data, there are Polar Orbiter cloud ice products from NOAA/NASA/JPSS sensors (i.e. VIIRS). This becomes especially relevant at high latitudes, such as Alaska, where Geostationary data loses quality, and radars are scarce.

[10/13 11:27 AM] Matt Fronzak

Good job, folks. Keeping asking those Qs!!

[10/13 11:27 AM] Pearson, Marilyn (FAA) (Guest)

Steph said the terminal program would be implemented this winter

[10/13 11:28 AM] Matt Fronzak

Pearson, Marilyn (FAA) Thanks - I missed that and was trying to connect the dots.

[10/13 11:28 AM] Brian Pettegrew (Guest)

Thanks for asking Marilyn...I'm curious about that as well

[10/13 11:34 AM] Sultan, Roger

What weather products did the flight crew use to "find the ice" during the test flights? Did current products prove accurate?

[10/13 11:52 AM] John Hurley (Guest)

Why not add this to the manual METAR observations?

[10/13 11:53 AM] John Hurley (Guest)

Maybe in the remark section of the surface observation?

[10/13 11:54 AM] Ken Bath, L3Harris (Guest)

Why is this a modification to PIREP, and not a new type of data? What about other legacy systems that process PIREPs?

[10/13 11:56 AM] John Hurley (Guest)

Yes

[10/13 11:56 AM] Pokodner, Gary (FAA) (Guest)

Is the latency in PIREP an issue with feeding this to the PIREP system?

[10/13 11:56 AM] Flowe, Tammy (FAA) (Guest)

Data policy, especially sharing, is a hot topic with the World Meteorological Society (WMO) now.

[10/13 11:57 AM] Flowe, Tammy (FAA) (Guest)

Data policy, especially sharing, is a hot topic with the World Meteorological Society (WMO) now.

[10/13 11:58 AM] Matt Fronzak

John Hurley (Guest) - do you go by Jack to those who know (smile)?

[10/13 11:58 AM] John Hurley (Guest)

No.

[10/13 11:59 AM] Matt Fronzak

John Hurley (Guest) Thanks for replying.

[10/13 11:59 AM] Sultan, Roger

Keep in mind that it will be difficult for pilots to enter a PIREP while on taxi-in (safety reasons). Best way to make this successful is to work with operators to ensure that when a crew enters the "in-report" (usually via acars) that a braking action PIREP is integrated into that; and then distributed to the company and into the nationwide distribution networks

[10/13 11:59 AM] McClure, Andrew (FAA) (Guest)

Pilot Surface Report seems like a good idea, rather than tagging along making UA do double duty, or making METARs very long and cumbersome.

[10/13 12:00 PM] Rob Banks (Guest)

I don't think it's Jack from Delta OCC

[10/13 12:00 PM] McClure, Andrew (FAA) (Guest)

The PIREP SWAT would appreciate help looking at ALL the possibilities!

[10/13 12:01 PM] Matt Fronzak

Thanks, @Rob Banks.

[10/13 12:01 PM] Eckstein, Matthew D (Guest)

Biting off on Roger's/others' comments - seems like some sort of sensor or derivation from sensor data is ideal - automated (low workload) and objective (can be standardized more effectively)

[10/13 12:02 PM] George, Tom (Guest)

Andy McClure. Does Alaska FSS still have U's and O's?

[10/13 12:04 PM] McClure, Andrew (FAA) (Guest)

Still have (U) NOTAMS... for now. Will they still exist in ICAO NOTAMS? Unknown!

[10/13 12:04 PM] McClure, Andrew (FAA) (Guest)

(O) NOTAMS went away a few years ago.

[10/13 12:09 PM] McClure, Andrew (FAA) (Guest)

Sorry about my typing... I whacked one of my two typing fingers doing home carpentry this weekend!

[10/13 12:38 PM] Brian Pettegrew (Guest)

How might this evaluation relate to the current sref based winter weather dashboard at AWC especially looking towards the future and the eventual sref removal?

[10/13 12:39 PM] Prott, Frances M (FAA) (Guest)

Is it possible to take a retroactive look using the newest version of HRRRE to see if there's significant improvement in the forecast?

[10/13 12:39 PM] John Kosak, CAM - NBAA (Guest)

Plus one to Brian's question.

[10/13 12:40 PM] Rob Banks - PEMDAS (Guest)

Can you explain the likely bias in the snow amount results in this study due to the choice of a straight 15:1 conversion? It seems like you're then overestimating total QPF from the ensembles that could be due to transitional precip (e.g. ice pellets to snow, or vice versa).

[10/13 1:01 PM] Dave Kochevar (NWS) (Guest)

Can you elaborate on your point that forecasts are for snowfall, but impacts are from accumulation? I'm a little confused since most forecasts are for snowfall accumulation.

[10/13 1:03 PM] Rob Banks - PEMDAS (Guest)

From my time in the OCC at Delta forecasted total accumulation is not the main decision point. Decisions need to be made on winter precip rates, hopefully hourly or better resolution. Maybe this helps to answer Dave's question.

[10/13 1:04 PM] Rob Banks - PEMDAS (Guest)

Also time of day is greatly a factor.

[10/13 1:08 PM] Brian Pettegrew (Guest)

sref has been frozen since 2016

[10/13 1:09 PM] Polderman, Nathan (Guest)

Also, ground temps can have a big impact on snowfall accumulation...as we saw with the early-season event lat month at DIA

[10/13 1:15 PM] Polderman, Nathan (Guest)

Great presentation Matt!

United Airlines would be happy to partner with you on any future studies of probabilistic forecasting for KDEN winter events. Our decision-making time horizons and considerations are quite different and more complex than DIA's. Snowfall amount is not really that helpful for many of these decisions.

[10/13 1:17 PM] Terra Ladwig (Guest)

HRRR data includes a variable density snow algorithm, which ranges from 5:1 to 17:1 based on the microphysical variables and the model temperature.

[10/13 1:17 PM] Dave Kochevar (NWS) (Guest)

Thanks Matt! Yes that answered my question on your point

[10/13 1:17 PM] Jacob Carley (Guest)

From NWS/EMC] The current SREF will be replaced by a combination of GEFS (now 31 members and 25 km) and the future RRFS (a 3km, rapid update ensemble).

[10/13 1:37 PM] George, Tom

Negative

[10/13 1:58 PM] Rother, Gordon (FAA) (Guest)

Are the runway friction used post plowing and treatment. CFME devices have misleading values when run on contaminated surfaces confusing drag for friction.

[10/13 1:58 PM] Rother, Gordon (FAA) (Guest)

Friction values that is.

[10/13 2:05 PM] Josh Paurus (MSP Airport) (Guest)

Gordy, correct - SFT data not used if >1" snow or >1/8" slush on rwy.

[10/13 2:05 PM] Josh Paurus (MSP Airport) (Guest)

Rare that we get to that point before treating a surface. Might occur more often at smaller airports.

[10/13 2:09 PM] Rother, Gordon (FAA) (Guest)

Thanks Josh, have you considered adding pilot reports to the Friction data?

[10/13 2:12 PM] Matthias Steiner, NCAR (Guest)

To what extent have operators looked at the output in real time and what was their feedback in terms of utility?

[10/13 2:12 PM] Josh Paurus (MSP Airport) (Guest)

If there were a way to get an automatic data feed, we would consider it. Manual entry is not very feasible.

[10/13 2:13 PM] Josh Paurus (MSP Airport) (Guest)

Matthias, we look forward to doing that this coming season. To this point, it has not been possible during an event - primarily due to workload of our staff.

[10/13 2:16 PM] Phaneuf, Mark, Engineering & Air Safety (Guest)

Are outputs ever correlated with TALPA numbers?

[10/13 2:16 PM] Jonathan Leffler (Guest)

Josh, will the data be used at the ARTCC and/or TRACON? Might be helpful for discussion when setting the AAR.

[10/13 2:17 PM] Josh Paurus (MSP Airport) (Guest)

Mark - Not really. Our RCAM #'s during a storm are usually a 5. Sometimes 3 during heavy events.

[10/13 2:18 PM] Phaneuf, Mark, Engineering & Air Safety (Guest)

Gotcha...thanks, Josh.

[10/13 2:18 PM] Josh Paurus (MSP Airport) (Guest)

Jonathon - our goal is to eventually make this a common situational awareness tool with ATC and DL so that we're all looking at the same plan.

(1 liked)

[10/13 2:20 PM] Phaneuf, Mark, Engineering & Air Safety (Guest)
Great work, Seth. Very good presentation. Thanks to you and Josh

[10/13 2:48 PM] McClure, Andrew (FAA) (Guest)
Great job, Matt & Matthias!

[10/13 2:49 PM] Morningstar, Warren (Guest)
Hi Tim. If possible, I'd like the presentation too so I can pull a graphic for the weekly AOPA video show. Warren.Morningstar@aopa.org. thanks