

**Fall 2020 FPAW Meeting Chat Log**  
**Wednesday, 10/14/20**

[10/14 11:04 AM] David A Strand

Good Morning Everyone! Please use the chat when able for your comments and questions. Please say the person your comment or question is targeted to. Also, when not speaking, please ensure your microphone is muted.

[10/14 11:20 AM] Matthias Steiner, NCAR (Guest)

Are there significant differences in CDM for domestic versus transoceanic/international flight operations?

[10/14 11:33 AM] Jose Garcia (IMSG @ NOAA/NESDIS) (Guest)

How easy or possible is it for a domestic flight (such as the LAX-IAH) you showed to reroute over northern Mexico?

[10/14 11:33 AM] Bob Swensson

Rocky said it would be nice to allow the AOC to request a reroute (currently only cockpit can.) How would that help and can the airline afford the extra dispatcher work?

[10/14 11:33 AM] Mike Robinson

Rocky, thoughts on Cockpit CDM that benefits individual flight, but can still negatively impact system if many pilots simultaneously target same opportunities? First-come-first-serve? Some type of equity-based protocol?

[10/14 11:34 AM] Mike Robinson

Role here, thus for ATC Coordinator - working with both dispatch and pilot(s) ?

[10/14 11:35 AM] John Kosak, CAM - NBAA (Guest)

I'll be posing some questions directly in response to Rocky's slides in my presentation...

[10/14 11:42 AM] John Kosak, CAM - NBAA (Guest)

There are playbook routes through Mexico, but like with Canada, it may depend on their workload whether they will let the Command Center use that airspace.

[10/14 11:45 AM] Jose Garcia (IMSG @ NOAA/NESDIS) (Guest)

Thanks to Rocky as well. I hope all of you are doing well.

[10/14 11:49 AM] Jose Garcia (IMSG @ NOAA/NESDIS) (Guest)

Just add, in China the ratio is about 80% military-controlled airspace vs 20% for civilian flights. One thing that we also found out in one of our USTDA-sponsored projects there was, that there are also airways reserved just for domestic flights, which don't even show up on Skyvector, for example.

[10/14 12:05 PM] John Kosak, CAM - NBAA (Guest)

One forecast to rule them all!

[10/14 12:06 PM] Eckstein, Matthew D (Guest)

but the separate TASAR applications do not share trajectory intent suggestions (as i understand it)

[10/14 12:10 PM] Pokodner, Gary (FAA) (Guest)

Rocky, with your recommendations what do you perceive as being the measure of overall NAS improvement: Total delay time in a time being minimized, most flights on time even if a few have major delays, gaseous emissions tied to maximizes fuel efficiency, etc?

[10/14 12:13 PM] John Kosak, CAM - NBAA (Guest)

Tactical Customer Advocate (TCA Desk)

(1 liked)

[10/14 12:17 PM] Will Cromarty - Spire Global (Guest)

Earlier you mentioned space-based ADS-B; are there any updates on the status of FAA's experimentation with space-based ADS-B in the Caribbean?

[10/14 12:27 PM] McClure, Andrew (FAA) (Guest)

Note to John McCarthy: For the Spring FPAW, which was my first experience with Teams, I had to install the app about 3 times before all the pieces of the program finally started working.

[10/14 12:35 PM] Matt Fronzak

John K.'s comment regarding the FOC being in the cockpit for certain small and/or single pilot operations is spot on, and we need to not only consider it but accommodate it!

[10/14 12:38 PM] Rother, Gordon (FAA) (Guest)

One thing for serious consideration is the roles, responsibilities and ramifications of mixing them. I am sure Gary can attest to the fact that more information is not necessarily safer. Evolution of the airspace and collaboration is certainly key into increase efficiency without sacrificing safety by overburdening the pilot.

[10/14 12:56 PM] John Kosak, CAM - NBAA (Guest)

So we just need a deterministic convective forecast product that updates every 5 minutes, with a super high resolution, that covers an 8 hour period. Like a super version of the TCF.

[10/14 12:58 PM] Eckstein, Matthew D (Guest)

Disagree that the forecast needs to be deterministic. The \*depiction/actionable guidance for crews should be but probabilistic forecasts could absolutely be valuable

[10/14 12:59 PM] Rob Banks - PEMDAS (Guest)

More often than not probabilistic will beat deterministic with appropriate thresholds.

[10/14 12:59 PM] Rob Banks - PEMDAS (Guest)

Defining the thresholds is the challenge!

[10/14 12:59 PM] Eckstein, Matthew D (Guest)

We make deterministic decisions based on probability/severity every day

[10/14 1:00 PM] Colavito, Jenny (FAA) (Guest)

Different users have different thresholds, so probabilistic forecasts can work for all users

[10/14 1:00 PM] Bob Avjian

Hi Rocky, so this is one of several comments/thoughts I have 😊. So with Nextgen Weather processor and CSS-Wx, weather constraint fields such as the CWAF and CWAP will be available and expected to be integrated with ground DSTs. A few years ago, at one of my presentations at ARAM, you said you thought CWAF/CWAPs would be useful to display in the cockpit. However, following deployment of NWP/CSS-Wx, I'm thinking we may need to have a set of CWAF/CWAP "intensity" levels (e.g., four) defined in 7110.65, 7110.10, AC 00-45, etc. so that there's common understanding between pilots, controllers, dispatchers and traffic managers since weather reroute decisions may be based on these CWAF/CWAPs in addition to/augmented with radar reflectivity products.

[10/14 1:01 PM] John Kosak, CAM - NBAA (Guest)

I think we're on the same page Matthew...

[10/14 1:01 PM] Rob Banks - PEMDAS (Guest)

I agree with Matt.

(1 liked)

[10/14 1:10 PM] Matt Fronzak

For clarification: Rocky's TAC reference is to the ATCSCC Tactical Customer Advocate (TCA) desk. AOCs communicate with the TCA desk on a routine basis, and then the TCA does all the manual coordination activities behind the scenes.

(1 liked)

[10/14 1:12 PM] Rob Banks - PEMDAS (Guest)

I think there needs to be more opinions around what is disruptive vs constructive in the various venues. Tiger teams and small groups could flesh this out.

[10/14 1:12 PM] McClure, Andrew (FAA) (Guest)

FPAW adopting SWATs Wx COI term...)?

(1 liked)

[10/14 1:14 PM] Rob Banks - PEMDAS (Guest)

I totally agree with Tammy that industry needs to be involved to consolidate requirements in products.

(1 liked)

[10/14 1:14 PM] David A Strand

SWAT is copyrighted (smile)

(1 liked)

[10/14 1:16 PM] David A Strand

SPAT - Special FPAW Action Team

[10/14 1:35 PM] John McCarthy (Guest)

Matt, who got the award this year?

[10/14 1:35 PM] Matt Fronzak

Roy Rasmussen

[10/14 1:36 PM] John McCarthy (Guest)

Wonderful choice!

[10/14 1:51 PM] Pearson, Marilyn (FAA) (Guest)

Working with Bill and the rest of the team has been an honor for me

(2 liked)

[10/14 1:52 PM] John McCarthy (Guest)

Matt, I have very much enjoyed getting into the listening mode in AV WX. Do you think there is value for me to be in FPAW part tomorrow? The Aviation Weather beat continues! John McCarthy

[10/14 1:55 PM] Matthias Steiner, NCAR (Guest)

Wx COI appears to be focused on breaking down silos within FAA. How can other agencies, industry, academia & research labs get engaged in this dialogue?

[10/14 1:56 PM] Matt Fronzak

John McCarthy (Guest) Absolutely! There is as much value in having the longer viewpoint involved in our discussions as there is in having new, energetic participants. They need to know why we are where we are, and what has or hasn't worked to get us to where we are right now. Folks like you (and me) can provide that viewpoint and that guidance.

[10/14 1:58 PM] John McCarthy (Guest)

This silo story is a long problem at FAA. I could write a book on this. If this approach works, it can do wonders, certainly on the mix weather and aviation world. John

[10/14 2:02 PM] Will Cromarty - Spire Global (Guest)

Are you working on this project with the various FAA-approved UAV test sites (e.g. Grand Forks) or spaceports via FAA/AST, or will they be integrated later?

[10/14 2:03 PM] John McCarthy (Guest)

It will need across the board leadership at FAA and elsewhere to make successful. John

[10/14 2:19 PM] John McCarthy (Guest)

Matt, any value of joining the FPAW planning meeting tomorrow morning? If you continue to zoom, it's relatively easy to join. Also, this COI vector is very interesting, and would enjoy participating, I would enjoy it, but due to aging off into retirement, be of marginal value.

[10/14 2:20 PM] Matthias Steiner, NCAR (Guest)

Your wisdom would always be welcome

[10/14 2:22 PM] John McCarthy (Guest)

Oops, I missed that! It would be a lonely zoom tomorrow! Ronda, please send me a reminder, now that I know how to get on the system!

[10/14 2:25 PM] Colavito, Jenny (FAA) (Guest)

Matt Fronzak, thanks for working whatever magic you did. :-). My chat is working now.

[10/14 2:26 PM] Matt Fronzak

I didn't do anything (except open up the big Chat window via the icon on the left border). Maybe that fixed it?

[10/14 2:34 PM] Matt Fronzak

Colavito, Jenny (FAA) I think the gray box is a function of the version of Outlook/MS Teams that Steve Darr is running. I'm guessing he may be running a Mac and using a web-based version of MS Teams, but that's just a guess.

[10/14 2:36 PM] Matt Fronzak

AIREP (or ABO) message handling and dissemination is the key to getting this information into the hands of the broader NAS user community.

[10/14 2:36 PM] Will Cromarty - Spire Global (Guest)

Where do you see the future of space-based ADS-B for Wx? (e.g. pilots transiting remote/oceanic regions)

[10/14 2:37 PM] Terra Ladwig (Guest)

As Steve said, from the weather modeling perspective, ADS-B wx observations will be extremely helpful for model initialization. And we look forward to getting this type of data.

[10/14 2:41 PM] Rob Banks - PEMDAS (Guest)

Will this data be planned to go on MADIS or other public feeds?

[10/14 2:51 PM] Matt Fronzak

Everybody works for Bill Bauman!!

[10/14 2:51 PM] Tom Ryan

And LOVES it!

[10/14 2:51 PM] Pearson, Marilyn (FAA) (Guest)

or wishes to work for BB

[10/14 2:52 PM] Matt Fronzak

@Tom Ryan - slow down, hoss!

[10/14 2:56 PM] Matthew Wandishin (Guest)

The FAA's QAPDT is evaluating the VEIA output. The results will be presented in February 2021.

[10/14 2:57 PM] John McCarthy (Guest)

Matt, I will have to log off. Very valuable to me. Call or write me about future connects. John

[10/14 3:00 PM] Matt Fronzak

See you tomorrow, John McCarthy (Guest)!

[10/14 3:06 PM] Prott, Frances M (FAA) (Guest)

Has there been any discussion to adding cameras in Puerto Rico and the US Virgin Islands?

[10/14 3:10 PM] Matt Fronzak

For the purposes of UAS Weather, VWOS may still be an order of magnitude too expensive. How can we get these systems down to a level that will convince UAS operators (e.g., UPS Flight Forward) to buy, install and manage several thousand of them? Do we use a bronze standard for UAS?

[10/14 3:13 PM] Rother, Gordon (FAA) (Guest)

I am talking and now I will say that this is something that AFS stands behind

[10/14 3:14 PM] Rother, Gordon (FAA) (Guest)

Validation started with a plan in place

[10/14 3:15 PM] Tom Ryan

Gordy, the Teams app is showing you as off mute!

[10/14 3:15 PM] Matt Fronzak

I know, Rother, Gordon (FAA). If NWS weren't prohibited from Zoom, I'd have chosen it.

[10/14 3:16 PM] Pearson, Marilyn (FAA) (Guest)

If this could be miniaturized and validated, the UAS world would benefit greatly

[10/14 3:16 PM] Pearson, Marilyn (FAA) (Guest)

and made cost effective

[10/14 3:17 PM] Rother, Gordon (FAA) (Guest)

I agree, Tom any comments other than me?

[10/14 3:17 PM] Colleen Reiche (Guest)

Totally agree, Marilyn. Huge potential for these systems to be used in UAS/UAM applications.

[10/14 3:18 PM] Tom Ryan

Gordy, after Walter is done we'll have Matt go over the comments. We'll try to represent you well.

[10/14 3:18 PM] Matt Fronzak

Actually, Tom, Dave is back and has the conn.

[10/14 3:19 PM] Pearson, Marilyn (FAA) (Guest)

Maybe the UAS operators could also submit PIREPs or would they be UREPs?

[10/14 3:19 PM] McClure, Andrew (FAA) (Guest)

Alaska Flight Service is very much looking forward to the PIREP pathway Walter is talking about!

[10/14 3:19 PM] Rother, Gordon (FAA) (Guest)

Walter hit all the points. Thanks all