ASOS OT&E TRG Meeting

June 7, 2012

Attendees:

NWS Headquarters, Silver Spring, MD:	**U.S. Navy**
Joe Fiore OPS24	Ron Heatherdale
Rick Parry OPS22	Gerald Knight
Chet Schmitt OPS22	Rick Swindler
Jennifer Dover OPS22 SFSC	
Peggy Hoch OPS23	**U.S. Air Force**
Hak Kim OPS23	Chuck Beebe
Greg Dalyai OPS12	
Joe Devost OPS12	**NCAR**
NWS Regions and WFOs	**FAA**
Don Bolton Alaska Region	Jerry Kranz
Bob Brashears Central Region	
Brian Hirsch Central Region	
Robert Weaver Central Region	
Dan Lester Central Region	
Guy Drebing Eastern Region	
Ron Paul, Eastern Region	
Dave Eckberg Eastern Region	
Matt Ferrell Eastern Region	
Ronald Quillen Eastern Region	
Henry Schmidt Eastern Region	
David Meek Pacific Region	
Lew Harrington Southern Region	
Adam Mathis Western Region	
NWS Training Center	
Bob Retzlaff	

On Thursday, June 7, 2012 the National Weather Service Test & Evaluation Branch (OPS24) and Software Branch (OPS23) hosted the ASOS V3.06 Phase 1 OT&E TRG Meeting.

The purpose of the meeting was to discuss the status of the ASOS Software V3.06 Phase 1 OT&E, Data Analysis Summary, V3.061 diagnostic load for TTR 319, and follow on activities.

DISCUSSIONS:

Status – V3.06 Phase 1 OT&E

Joe Fiore began the meeting by discussing TTRs 318 – RVR Remark Not in Body of Observation, a non-critical TTR, and TTR 319 – Cabinet Temperature Messages in SYSLOG at SCA sites.

Test Trouble Report (TTR) 318, RVR Remark Not in Body of Observation When Tower Visibility is <= 1 Statute Mile was discussed. After analysis it was determined that Runway Visual Range (RVR) will not be reported in the body of the observation when the tower visibility is <= 1 statute mile, the tower visibility is the prevailing visibility (less than surface visibility), and the **RVR remark is edited**. This problem only occurs when the RVR remark is edited; the problem does not occur if the RVR remark is automated. All other cases of visibility appear to work as designed. This problem occurs in both the latest baseline software (V3.06) as well as older versions of software (V2.79Y). The FAA has agreed that this problem is not critical and may be fixed in a future software load.

Ron Heatherdale of the Navy reported that the Navy's training packages are ready but there is no schedule as of yet. There is a problem with one of their ASOS SCAs at the SPAWAR Center with missing wind data. Khien Nguyen recommended a number of checks to perform to determine the cause of the problem. It is possible that there is a bad processor board in the system. Hak Kim also recommended that the Navy use the Direct Command Mode to download the 5 second raw wind data for further analysis.

Data Analysis & Summary of V3.05/V3.051 OT&E

The data analysis summary is available on the OPS24 website. Limited data analysis for Phase 1 sites will continue as time permits.

3.061 Diagnostic Load

A diagnostic software load is being developed to further analyze TTR 319, Cabinet Temperature Messages in SYSLOG at SCA sites. The load will be delivered to the Test and Evaluation Branch for System Test next week (week of June 11) for a one week stability test, and then will be installed at the Phase 1 problem sites (5 SCA sites and 2 remote pressure sensor sites) only for a limited one month field test to collect more information. This problem only occurs at SCA sites and remote pressure sensor sites since these are the only sites that need a cabinet temperature reading to determine whether or not to report pressure data. The load also contains a possible workaround for the problem which, if successful, will be merged into the next operational software load V3.07.

V3.07 ST and OT&E

V3.07 is the next planned operational software load which will contain fixes for two TTRs found during Phase 1 OT&E as well as a software change for RC 13221, CL31 Sensor Response Timeout and the Setting of the Maintenance Flag. The TTRs to be included are TTR 309, Unexplained Freezing Rain Sensor Response Timeouts and 30 or 45 Sec Deice, and TTR 315, Warm Start on ACU UPS Page. Also, the workaround for TTR 319 will be included in V3.07, if successful. The new load will increase the stability and reliability of the software, while decreasing the maintenance workload for the field.

The V3.07 is expected to occur at all Phase 1 sites for a limited one month OT&E to demonstrate that the fixes work correctly at operational sites.

OT&E V3.06 – Phase 2A and 2B

After the meeting, the FAA reported that the Phase 2A sites are ready to go, but the NWS has not yet received a letter from the FAA. Bing Huang reported that the FAA has reorganized and Paul Armbruster is attempting to coordinate the letter for signature. Phase 2a can begin once this letter is received by the NWS and the System Test for V3.07 successfully concludes. Greg Dalyai reported that there are much fewer warm starts at FTI sites since V3.06 has been installed.

Field/Regional Questions & Discussions

Bob Weaver (ANJ) asked if the freezing rain sensor should be manually turned back on to support testing of TTR 309. The response was that the freezing rain sensor should not be turned back on since testing for this TTR can only occur during winter months. The OT&E for Phase 2 will continue for the winter, so the TTR will be tested at that time.

The next ASOS V3.06 TRG meeting is scheduled for Thursday, June 21, 2:00-3:30 pm (EDT) SSMC-2 Room 4246. The conference call dial in number is 1-877-690-0813; participant pass code – 8521699#.