

**Radiosonde Replacement System)
Radiosonde Workstation Software Build 2 System Test
Test Review Group Meeting
January 27, 2010**

ATTENDEES:

NWS:

Field Sites:

Newport, NC (MHX) – Geary Wills
Reno, NV (REV) – Jessica Kielhorn
Shreveport, LA (SHV) – Aaron Stevens

NWS Regional Headquarters:

Mike Asmus – SR4
Larry Hubble – AR42

National Specialized Centers:

Bradley Ballish – NCEP (NP11)

National Weather Service Headquarters:

Aaron Poyer – OPS24 (ST Test Director)	Jae Lee – OPS24
Richard Thomas – OPS23	Kevin Kay – OPS23
Eddie Roberts – OPS23	Ashby Hawse – OPS22
Sergio Marsh – OS7	Carl Bower – OPS22
Bill Blackmore – OPS22	

- I. Role call: The Test Review Group meeting (TRG) for Radiosonde Replacement System (RRS) Radiosonde Workstation Software (RWS) Build 2 System Test (ST) was held by audio conference call on Wednesday, January 27, 2010. Aaron Poyer, Test and Evaluation Branch (OPS24), ST Director, convened the meeting with a “roll call” (See above list of attendees).
- II. Agenda: Aaron described the agenda, which was as follows; Test Status, SIR overview and status, outstanding Action Item status, and any new action items, Question & Answers. The following are the summary from the meeting:
- III. Test Summary: Aaron gave a briefing of the current test status including the completed flights, and test procedures.
 - Aaron reported on the live flights flown by the Baltimore/Washington Forecast Office (KLWX) personnel that have been tracked by the ST test system at the Sterling Field Support Center (SFSC), as well as the live test flights flown at SFSC. To date, 21 procedures have been successfully completed and approximately 53 live flights had been tracked to date 48 of which originated at the KLWX.

- i. Central Will reported on his thoughts on the software from his evaluation at Sterling. Central was impressed with the software, however he would like to have some changes to the WMO coded messages transmittal (SIR will be entered). Bill Blackmore asked about Central's thoughts on the plotting. Central stated that he loves it and was impressed with the graphical editing. He did agree with Bill Blackmore that there is potential for over-editing due to people editing the data without looking closely at it.
 - ii. Aaron described the coded message issue that Central referred to as when the messages pop-up the MAN tab is always in the foreground, Central further asked if it would be possible to have the proper message transmit box checked at the proper heights (this was added to the SIR as a "would be nice" request). Rich Thomas (OPS23) was going to check in Build 1.2 on how the coded messages pop-up as far as check boxes go. Rich requested to write-up the SIR and they would look into it.
- Aaron reported on the test procedures being performed at National Weather Service Headquarters (WSH):
 - i. To date, 25 procedures have been successfully completed on the QA Wizard Pro automated testing setup on the 4th floor test stand-alone site system.
 - ii. To date, 11 procedures have been successfully (two possible issues, appear to be related to the procedure typos, will be re-verified) completed on the OPS24 6th floor test system connected to National Oceanic and Atmospheric Administration Network (NOAAnet).

IV. System Issue Report (SIR) Overview and Status: Aaron briefed the group on the new SIRs and gave a short description of the SIR/Conditions leading up to them.
New SIRS:

- 1389: SPS Reset in Hardware Manager consistency; Rich Thomas told the group this was being addressed. **Fixed in build (v2.0.11.0).**
- 1390: Delete Utility selects improper flight when or views are updated. **Deferred,** This is aesthetic in nature and doesn't affect performance, no flights are deleted without user input, relates to the highlighted row remaining at the same location not same flight when re-ordering is requested. OPS23 is working on the grid layout issue.
- 1391: Message Transmission notification is incorrectly issued. Rich described that this relates. Was in v2.0.10.2 and is still in v2.0.11.0. OPS23 attempted fix, issue still persists; however it is minor and doesn't impact operational use. Rich further described the scenario and that it is recovered from with no impact. Halts the message when requested, despite saying it wasn't able to. Occurs when trying to recode messages while transmission is in progress, may be deferred or closed since it is rather un-natural. Rich said he will place this as **Deferred** and will re-visit if encountered during System Test (ST).
- 1392: Message transmission automatically started from workspace. Aaron asked for description. Eddie described that this occurs when stopping a transmitted message, if you then open a workspace that has the hardware manager and coded message open

- 1393: Exception resulting from workspace availability during Change Surface Observation (CSO), Change Release Time (CRT), Change Termination Time (CTT), and Change Termination Reason (CTR). Aaron asked for description from Eddie, this was a fatal exception. Rich described that anytime there is re-computing, that not much can be done; however a workspace can be opened and if the processed data table was in there you can edit something that hasn't been repopulated. The workspace has now been locked down and this is not available. Fix is made and will be in the **v.2.0.12.0** release.
- 1394: Hardware Manager SPS displays incorrectly. This shows a red "X" in the tab when all portions on the tabbed display itself are green checks. Kevin Kay believes that this is fixed and Eddie is testing it out will be in **v2.0.12.0** release.
- 1395: Possible error in wind findings near flight termination (due to smoothing, with little data points available); relates to differences noted by Brad Ballish when doing NCEP error control analysis of B1.2 vs B2.
 - i. Aaron passed the torch to Brad, Bill, and Carl Bower about this Bill and Brad went over the flights and further discussion will be needed by the RRS Configuration and Control Board (CCB) since this relates to alterations of the smoothing algorithms. Rich Thomas described the way that the algorithm performs smoothing of the wind based on a decreasing sample set from 60s (30s on each side) and reduces as the end of flight is approached where there is only the instantaneous wind at the exact termination time. Rich also verified that the software is implementing the wind smoothing algorithm properly. The CCB will recommend a modification to the Impact to 3 from 1.

V. Carried over Action Items:

- i. AI #3: (POC: Ashby Hawse; Due: 01/22/2010) – Notify OPS24 of NOAANet/Active directory setup for the RRS System 7. **Completed**. Hashing out of some firewall blocking for Coded Message transmission, NCDC transmissions was completed late in the day on Wednesday and on Thursday, January 28.

- New Action Items:

- i. None.

VI. Further Questions and Discussion:

- i. Central Wills asked about the GPS tracking mode, and asked for clarification of what occurs if GPS is lost prior to an observer being inside to remedy a missing tracking information situation.
- ii. Kevin Kay discussed overhead situations and GPS data dropout and what the software would do if told to go to GPS mode with missing data.
 1. It was pointed out that while in WAGS mode even with missing GPS the flight should not be lost to excessive missing data in a few moments.

2. Further comments were made on the intended use of GPS as a backup for when the Auto Scanner is not available to the system due to a blown scanner on the TRS.
 - a. The intention is to follow the current standard operations manner where the use of Manual and Auto Track at release is used, in the case of the inability to use Auto Track (blown scanner) then the GPS mode would be used as a fail-over. It is recommended that the User's Guide and Helpline should continue to recommend the sites use the current operational protocol for release by pointing down-wind and using Auto Track.

The next Test Review Group meeting (TRG) will convene in Rm. 8246 at SSMC2 at 2:30pm EST on 02/03/2010, to follow-up on existing SIRs and Action Items, and go over any new issues or questions that may have arisen during testing.

Please use the following information to dial into the meeting:

Telephone: 1-888-539-7320

Password: 1615944#