

**Meeting Title:** FAA-Industry Gulf of Mexico (GOM) Agreement Implementation Committee Meeting

**Date/Time:** January 19, 2022/1600 CDT

**Location:** Zoom Hybrid with \*\* appearing at HSAC in person

Meeting Attendees		
NAME	ORGANIZATION / COMPANY	EMAIL
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**Background and Purpose of Agreement Implementation Committee:**

- The Agreement Implementation Committee is a product of the 2006 FAA-Industry Gulf of Mexico Memorandum of Agreement and subsequently endorsed by the 2021 FAA-Industry Memorandum of Understanding for aviation safety in the Gulf of Mexico
- The purpose of the AIC is to foster cooperation, commitment, accountability, and trust to improve and sustain quality Air Traffic Services in the Gulf
- The AIC assists the FAA in strategic planning by providing feedback / recommendations
- The AIC is used to assess the coverage of installed FAA equipment and whether additional areas should be addressed

Item	Agenda Item Description
<b>Regular Business</b>	
1.	FAA Infrastructure
2.	AWOS/ADS-B/VHF Comm Coverage
3.	Installation Updates
4.	Watch List
5.	AIC Decision Status
<b>New Business</b>	
6.	Non-Operational Space Based ADS-B (SBA) Data
7.	Items for AIC Consideration - Gulf AWOS Update Enhancements
8.	Community Awareness – Galliano Airport AWOS Update
<b>Summary</b>	
9.	FAA Strategic Analysis Recommendations FY22-26
10.	Need for Industry Support

Item	Key Points/Decisions/Recommendations
1.	AIC recommended obtaining production longevity from Hess for the Garden Banks 260 platform
2.	AIC supported proposed design change to use NOTAM language for wind reliability in the Gulf AWOS Status Updates
3.	AIC recommended omitting helideck height information from the Gulf AWOS Status Update
4.	AIC recommended consolidating 1 <sup>st</sup> and 2 <sup>nd</sup> columns of Gulf AWOS Status Update; use abbreviations, block numbers, and leave platform owner names. Include Advisory notes with Commissioned AWOS Information on first page
5.	AIC wanted to retain information about planned removals, planning commissions, and possible installation locations in the second page of the Gulf AWOS Status Update
6.	AIC recommended keeping the option open for an FAA-contract AWOS at the Galliano Airport in case the Hurricane Ida damaged non-federal AWOS cannot be returned to service

	Item	Key Discussion Points
1.	FAA Infrastructure Status	<ul style="list-style-type: none"> <li>• FAA Gulf of Mexico 2022 offshore projects                             <ul style="list-style-type: none"> <li>○ AWOS commission at Mississippi Canyon 724</li> <li>○ AWOS installation at Galveston 209B</li> <li>○ VHF Comm commission at Eugene Island 251A</li> <li>○ ADS-B, AWOS, VHF Comm installation at Galveston A244</li> <li>○ VHF Comm installation at Garden Banks 426</li> <li>○ AWOS installation at Green Canyon 433</li> <li>○ AWOS installation at Green Canyon 641</li> <li>○ AWOS installation at South Timbalier 52B</li> <li>○ AWOS decommission/recovery at Mustang Island A85A and Mississippi Canyon 311A</li> <li>○ AWOS relocation at Garden Banks 172</li> <li>○ AWOS wind sensor relocation at Walker Ridge 29</li> <li>○ VHF Comm/AWOS removal at East Breaks 165</li> <li>○ AWOS restoral at Vermillion 331A and West Delta 29</li> <li>○ ADS-B, AWOS, VHF Comm installation at Green Canyon 763 (2023)</li> <li>○ ADS-B and VHF Comm service life extension at Green Canyon 787 (date TBD)</li> </ul> </li> <li>• FAA AWOS infrastructure out of service and projected losses in 2022:                             <ul style="list-style-type: none"> <li>○ Mustang Island A85A (KMZG) – long-term shut-in/identified for removal</li> <li>○ East Cameron 321A (KEZP) – out-of-service – storm damage</li> <li>○ Green Canyon 19 (KXER) – out of service – storm damage</li> <li>○ Main Pass 289 (KVKY) – out of service – storm damage</li> <li>○ Mississippi Canyon 311 (KVQT) – out of service – storm damage</li> <li>○ South Marsh 268 (KSCF) – out of service – storm damage</li> <li>○ Vermillion 331A (KVQT) – out of service – storm damage</li> <li>○ Vioska Knoll 786 (KVOA) – out of service – storm damage</li> <li>○ West Delta 27 (KDLP) – out of service – storm damage</li> </ul> </li> <li>• Predicted FAA equipment losses within next 5 years                             <ul style="list-style-type: none"> <li>○ Alaminos Canyon 25 (ADS-B/AWOS)***</li> <li>○ East Breaks 165 (AWOS/VHF comm)**</li> <li>○ East Breaks 643A (AWOS)***</li> <li>○ East Cameron 321A (ADS-B, AWOS, VHF comm)**</li> <li>○ Garden Banks 668 (ADS-B/AWOS)*</li> <li>○ Mississippi Canyon 311A (AWOS)*</li> <li>○ Mustang Island A85A (AWOS)*</li> <li>○ South Marsh 268A (AWOS)**</li> <li>○ Vermillion 331A (AWOS)**</li> </ul> <p>*No replacement identified, <b>seeking replacement suggestions</b>  **Replacement identified  ***Replacement not planned</p> </li> <li>• FAA Platform Replacement Criteria                             <ul style="list-style-type: none"> <li>○ Supports coverage requirements; AIC concurs with location</li> <li>○ Minimum 7 years longevity—5 years after commission</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>o Physical space for equipment in unclassified area of platform</li> <li>o Power/telecommunications bandwidth availability</li> <li>o Manned platform preferred</li> <li>o Unmanned platform acceptable if visited regularly and power/telecommunications are available</li> </ul>
2	Watch List	<ul style="list-style-type: none"> <li>• Green Canyon 787 A/C out of service                             <ul style="list-style-type: none"> <li>o The air conditioning units installed in the FAA building at GC-787 (Atlantis) have been out of service since fall of 2020</li> <li>o Efforts to repair them have been hampered by the pandemic and other constraints</li> <li>o The FAA executed a contract in September 2021 to allow the platform owner to identify the scope of work and deliver a cost estimate to the FAA for extending the service life of the VHF comm and ADS-B—this includes replacing the FAA building AC units</li> <li>o ADS-B radio was turned off during the summer of 2021 when the maximum safe operating temperature for that equipment was exceeded</li> <li>o Although the VHF comm radios have a higher temperature threshold, the frequencies have been out of service since November 2021 due to a platform telecommunication equipment issue</li> </ul> </li> <li>• The VHF comm facility at Eugene Island 215B was decommissioned in November 2021. The FAA installed VHF Comm at the Eugene Island 251A platform in November 2021 to replace EI-215B; however, the facility is not in service pending delivery of a telecommunication circuit from the service provider to the Houston ARTCC by the FAA Federal Telecommunication Infrastructure Program Office</li> </ul>
3.	AIC Decision Status	<ul style="list-style-type: none"> <li>• Previous AIC recommendations still under investigation:                             <ul style="list-style-type: none"> <li>o South Marsh 107 to replace South Marsh 268—seeking platform longevity information</li> <li>o Garden Banks 260 as potential candidate site—seeking platform longevity information</li> </ul> </li> <li>• New AWOS Candidate for Installation                             <ul style="list-style-type: none"> <li>o Tank battery west of Cameron (on shore) pending owner approval and site survey—FAA has been in communication with owner</li> </ul> </li> <li>• As decided at the May 2021 AIC meeting, FAA Gulf AWOS Update enhancement preview contains wind sensor, site, and helideck elevation heights to assist pilots in evaluating METAR Wind and Altimeter data</li> </ul>
4.	Non-Operational Space Based ADS-B (SBA) Data	<ul style="list-style-type: none"> <li>• New Data Capture                             <ul style="list-style-type: none"> <li>o See VFR traffic for the first time in recent history using SBA data</li> <li>o Non-operational SBA data is not used for air traffic control purposes—for analysis only</li> </ul> </li> <li>• SBA data could be used for ADS-B, Weather, VHF Comm Coverage Analysis in:                             <ul style="list-style-type: none"> <li>o Outage reports</li> <li>o Risk assessments</li> <li>o Industry updates</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>• SBA data could be used to support FAA Strategic Analysis               <ul style="list-style-type: none"> <li>○ Equipment relocation/installation planning, short and long term</li> <li>○ Prioritization of resources</li> <li>○ Trend assessment</li> </ul> </li> <li>• Next step:               <ul style="list-style-type: none"> <li>○ Obtain ADS-B equipage information from local helicopter operators—request discussed at the HSAC Chief Pilots meeting</li> </ul> </li> </ul>
5.	Items for AIC Consideration - Gulf AWOS Update Enhancements	<ul style="list-style-type: none"> <li>• While enhancing the FAA Gulf AWOS Update document to incorporate elevation information, the column concerning Wind Reliability was also reformatted for AIC consideration</li> <li>• Also proposed for AIC consideration was whether to include Advisory Information (e.g. AWOS out of service due to storm damage) on the first page of the AWOS update               <ul style="list-style-type: none"> <li>○ Decision made to consolidate 1<sup>st</sup> and 2<sup>nd</sup> columns of Gulf AWOS Status Update; use abbreviations, block numbers, and leave platform owner names. Include Advisory notes with Commissioned AWOS Information on 1<sup>st</sup> page. Omit helideck elevation information.</li> </ul> </li> <li>• AIC supported retaining information about planned removals, planning commissions, and possible installation locations in the second page of the Gulf AWOS Status Update</li> </ul>
6.	Community Awareness	<ul style="list-style-type: none"> <li>• The Galliano Airport KGAO AWOS sustained damage from Hurricane Ida—efforts to restore it to operational service are ongoing               <ul style="list-style-type: none"> <li>○ The FAA Gulf Sustainment Team coordinated with FAA second level engineering to expedite FAA approval of replacement component</li> <li>○ Efforts continue to expedite system return to service</li> <li>○ The helicopter community expressed a need for AWOS service at KGAO; the option to leave open the possibility of installing an FAA-contract AWOS at KGAO was noted</li> </ul> </li> </ul>
7.	FAA Gulf of Mexico Core Team	<p><b>Rana Obeid:</b> Surveillance and Broadcast Services (SBS) Gulf of Mexico Sustainment Project Lead, rana.obeid@faa.gov  <b>Allan Overbey:</b> SBS Gulf Sustainment Implementation Lead, adoverbey@gems-inc.com  <b>Roseanne Albrecht:</b> SBS Gulf Sustainment Agreement Management Lead, ralbrecht@gems-inc.com  <b>Rhonda Carraway:</b> SBS Gulf Sustainment Transportation Management and Tactical O&amp;M Lead, rhonda@gems-inc.com  <b>Bob Herak:</b> SBS Gulf Sustainment Operations and Strategic Management Lead, bherak@regulus-group.com  <b>William Majeau:</b> SBS Gulf Sustainment Project Management, wmajeau@gems-inc.com  <b>Colleen Ahlers:</b> SBS Gulf Sustainment Project Management, cahlers@gems-inc.com  <b>Kevin Willis:</b> Central Service Area VHF Communication Project Engineer, kevin.n.willis@faa.gov  <b>Rafael Silva:</b> Central Service Area VHF Communication Civil Engineer, rafael.silva@faa.gov</p>

Subject	Decision / Key Points (Documented in FAA-industry Agreement Implementation Committee Minutes)	Remarks / Notes	Status
<b>January 19, 2022 AIC Zoom Hybrid Meeting</b>			
Gulf AWOS status document	<p>1-AIC supported proposed design change to use NOTAM language for wind reliability in the Gulf AWOS Status Updates</p> <p>2-AIC recommended omitting helideck height information from the Gulf AWOS Status Update</p> <p>3-AIC recommended consolidating 1st and 2nd columns of Gulf AWOS Status Update; use abbreviations, block numbers, and leave platform owner names. Include Advisory notes with Commissioned AWOS Information on first page</p> <p>4-AIC wanted to retain information about planned removals, planning commissions, and possible installation locations in the second page of the Gulf AWOS Status Update</p>	Changes will be incorporated into the next Gulf Status Update	Open
Galliano AWOS	AIC recommended keeping the option open for an FAA-contract AWOS at the Galliano Airport in case the Hurricane Ida damaged non-federal AWOS cannot be returned to service	Open status based on uncertainty of repairs being completed by airport authority	Open
<b>October 13, 2021 AIC Zoom Meeting</b>			
Ship Shoal 28P / AWOS	AIC supported the FAA investigate feasibility of Ship Shoal 28P as a potential AWOS candidate relocation site	Jan 2022: site survey being scheduled	Open
Tank Battery / AWOS	AIC supported the FAA investigate feasibility of the onshore Tank Battery facility west of Cameron as a potential AWOS candidate relocation site	Jan 2022: site survey being scheduled pending owner's approval	Open
<b>October 7, 2020 AIC Zoom Meeting</b>			
Garden Banks 260 AWOS	Hess proposed Garden Banks 260 platform as a candidate site for an AWOS installation	<p>Jan 2022: AIC recommended obtaining production longevity from Hess for the Garden Banks 260 platform</p> <p>May 2021: Tabled consideration as an additional AWOS location for the next 2-3 years based on revised platform longevity information of the adjacent Garden Banks 172 platform 6 NM</p> <p>Jan 2021: still investigating feasibility</p>	Open
<b>May 13, 2020 AIC Zoom Meeting</b>			
South Marsh 268A KSCF AWOS	The AIC supported South Marsh 107 platform as a candidate site for an AWOS installation to leapfrog/replace the South Marsh 268A platform SCF AWOS	<p>Oct 2021: Continues to be under FAA investigation</p> <p>May 2021: Tabled consideration to leapfrog KSCF at South Marsh 268 based on revised platform longevity information</p> <p>Jan 2021: SM 107 to replace South Marsh 268—still investigating feasibility</p>	Open