

Meeting Title: FAA-Industry Gulf of Mexico (GOM) Agreement Implementation Committee Meeting
Date/Time: May 12, 2021/1600 EDST
Location: Zoom

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
1.	FAA-Industry Gulf of Mexico Agreements
2.	FAA Infrastructure
3.	Current FAA Coverage
4.	Weather Deviation Area Expansion
5.	New Business
6.	Items for AIC Consideration

Item	Key Points/Decisions/Recommendations
1.	Gulf Industry Aviation Safety Memorandum of Understanding (MOU) was executed with signatures from HSAC, HAI, and FAA on March 6, 2021. The MOU continues the professional "Safety through Cooperation" relationship to deliver the highest level of aviation safety and services in the Gulf with energy industry, HAI, and HSAC without an expiration date.
2.	AIC supported installation of an AWOS on the Mississippi Canyon 941, Titan platform to replace KMYT at Mississippi Canyon 711 and expand AWOS coverage and redundancy in deep water in Mississippi Canyon and Atwater Valley when paired with KCYD at Mississippi Canyon 807 and the to-be-installed AWOS at Mississippi Canyon 724.
3.	AIC supported AWOS installation at Green Canyon 334, future King's Quay platform, a leapfrog replacement of KGRY at Green Canyon 338 to provide redundant coverage when paired with KATP at Green Canyon 787 and the new installation on Green Canyon 641.
4.	Agreed to table consideration of South Marsh 107 to leapfrog KSCF at South Marsh 268 and Green Canyon 260 as an additional AWOS location for the next 2-3 years based on revised platform longevity information.
5.	AIC requested including wind sensor and BP sensor elevation information in the Gulf AWOS Status updates.

Item	Key Discussion Points
1. Gulf of Mexico Umbrella Agreement	<ul style="list-style-type: none"> • Gulf of Mexico MOA, commonly called the Umbrella Agreement, was executed by the FAA, Helicopter Association International (HAI), various energy companies, and helicopter operators in May 2006; and renewed in 2011 and 2016

		<ul style="list-style-type: none"> • The MOA established Gulf industry support to assist the FAA in improving aviation safety in the Gulf by providing in-kind support contributions and created the AIC and its responsibilities • FAA Contracting and Legal concurred with AIC recommendation in the October 2020 meeting and determined a Memorandum of Understanding (MOU) with the FAA, HAI and Helicopter Safety Advisory Conference (HSAC) would be the appropriate document to continue the aviation safety program in the Gulf and maintain the AIC • The MOU was executed with signatures from the FAA, HAI, and HSAC on March 6, 2021
<p>2.</p>	<p>FAA Infrastructure Status</p>	<ul style="list-style-type: none"> • FAA Gulf of Mexico 2021 offshore projects <ul style="list-style-type: none"> ○ AWOS installation at Galveston 209B and Mississippi Canyon 724 ○ AWOS relocation at Mississippi Canyon 474 ○ ADS-B, AWOS and VHF Comm installation at Eugene Island 251A ○ AWOS decommission/recovery at High Island A367A ○ AWOS, VHF Comm decommission/recovery at Eugene Island 215B • FAA Gulf of Mexico 2022 offshore projects <ul style="list-style-type: none"> ○ ADS-B, AWOS, VHF Comm installation at Galveston A244A ○ VHF Comm installation at Garden Banks 426 ○ AWOS installation at Green Canyon 433 ○ AWOS installation at Mississippi Canyon 941 ○ AWOS installation at South Timbalier 37A or 52C, and High Island A547 ○ AWOS decommission/recovery at Mustang Island A85A and Mississippi Canyon 311A • FAA infrastructure out of service in 2021: <ul style="list-style-type: none"> ○ Brazos 133B (KBBF) – removed ○ High Island A376B (KHQI) – shut-in/to be decommissioned ○ Mustang Island A85A (KMZG) – long-term shut-in ○ Vermillion 331A (KVQT) – long-term shut-in ○ East Cameron 321A (KEZP) – out-of-service – storm damage ○ Garden Banks 668 (KGUL) – out of service – storm damage • Predicted FAA equipment losses within next 5 years <ul style="list-style-type: none"> ○ Alaminos Canyon 25 Garden Banks 668 ○ East Breaks 165 Mississippi Canyon 311A ○ East Breaks 643A Mustang Island A85A ○ East Cameron 321A South Marsh 268A ○ Eugene Island 215B Vermillion 331A

3.	Other Activities	<ul style="list-style-type: none"> • Weather Deviation Area Expansion Project will be completed August 1, 2021 • Green Canyon 787 HVAC outage persists, expect loss of VHF Comm and surveillance as temperatures in the Gulf increase and reach the maximum operating temperature of the equipment • AWOS Inspections have restarted with two (2) of the fourteen (14) inspections required completed thus far; virtual inspections are not feasible at this time
4.	Items for AIC Consideration	<ul style="list-style-type: none"> • AIC approved Green Canyon 433 for AWOS installation • AIC approved Mississippi Canyon 941 for AWOS installation • AWOS update to include wind sensor and barometric pressure sensor elevation information
5.	Other New Business	<ul style="list-style-type: none"> • Discussed AWOS Coverage and KMZ file enhancements • Discussed interest in FIS-B usage and ADS-B equipage – FAA will reach out to discuss with operators individually • East Cameron 321A (EZP) AWOS will be removed from service to repair structural damage to the skid • Discussed Houston Center's request for IFR Flight Plans to include Aircraft Surveillance equipment standards in Field 18 per AC 90-114A Change 1, Chapter 4 and AIM Paragraph 5-1-9-b-8-g
6.	FAA Gulf of Mexico Core Team	<p>Rana Obeid: Surveillance and Broadcast Services (SBS) Gulf of Mexico Sustainment Project Lead, rana.obeid@faa.gov</p> <p>Allan Overbey: SBS Gulf Sustainment Project Lead, adoverbey@gems-inc.com</p> <p>Roseanne Albrecht: SBS Gulf Sustainment Agreement Management Lead, ralbrecht@gems-inc.com</p> <p>Rhonda Carraway: SBS Gulf Sustainment Transportation Management and Tactical O&M Lead, rhonda@gems-inc.com</p> <p>Bob Herak: SBS Gulf Sustainment Operations and Strategic Management Lead, bherak@regulus-group.com</p> <p>Jeff Minck: SBS Gulf Sustainment Operations Support, jminck@regulus-group.com</p> <p>William Majeau: SBS Gulf Sustainment Project Management, wmajeau@gems-inc.com</p> <p>Colleen Ahlers: SBS Gulf Sustainment Project Management, cahlers@gems-inc.com</p> <p>Kevin Willis: Central Service Area VHF Communication Project Engineer, kevin.n.willis@faa.gov</p> <p>Rafael Silva: 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
May 12, 2021 AIC Zoom Meeting			
Mississippi Canyon 941/ Titan AWOS	AIC supported installation of an AWOS on the Mississippi Canyon 941, Titan platform to replace KMYT at MC-711	FAA conducted virtual site survey of the platform on 3/25/21. Equinor appears to be supportive of AWOS installation	Closed
Green Canyon 641/ Tahiti AWOS	AIC supported AWOS installation at Green Canyon 334, future King's Quay platform, a leapfrog replacement of KGRY at Green Canyon 338	Murphy indicated their support to install an AWOS on 5/1/21.	Closed
FAA AWOS Sensor Information	AIC requested including wind sensor and BP sensor elevation information in the Gulf AWOS Status updates	FAA asked the AIC if there was any value in including sensor elevation information in the AIC AWOS updates.	Closed
January 27, 2021 AIC Zoom Meeting			
FAA AWOS Inspections	Though not used for FAA AWOS' in 2020, the FAA is exploring the use of virtual inspections in 2021 due to continued FAA COVID-19 travel restrictions	<p>May 2021: AWOS Inspections restarted. Virtual inspections are not feasible at this time</p> <p>Jan 2021: Because of COVID travel restrictions, the FAA was unable to complete 8 of the 9 required AWOS inspections in 2020. The FAA Non-Fed AWOS Program waived the 2020 requirement.</p> <p>Because travel is still restricted due to COVID, the FAA is exploring other methods to complete inspections.</p>	Closed
October 7, 2020 AIC Zoom Meeting			
AWOS Candidate Replacements	The AIC partnership needed additional time to review/investigate potential AWOS sites for relocation—at the recommendation of the HSAC Chairman, the AIC agreed to convene a special meeting prior to the next AIC meeting to discuss the subject considering the number of abandoned sites	AIC special meeting was held December 10, 2020 and FAA AWOS infrastructure reviewed and discussed.	Closed
Green Canyon 641/ Tahiti AWOS	Chevron recommended Green Canyon 641/Tahiti platform as a candidate site for an AWOS installation	Jan 2021: Initial Technical Feasibility Assessment and virtual site survey held 10 Nov 2020; Chevron approved AWOS installation subject to an FAA offsite visit to confirm availability of space; equipment installation agreement is in coordination with Chevron	Closed
Garden Banks 260 AWOS	Hess proposed Garden Banks 260 platform as a candidate site for an AWOS installation	<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>	Closed
AWOS Inspection Risk	The AIC supported the recommendation to solicit PIREPs for the following AWOS locations: Brazos 538, Eugene Island 215B, Main Pass 289C, South Marsh 268A—the FAA will not be able to inspect these sites in 2020 due to COVID-19 travel restrictions—the PIREPs should help confirm the accuracy of the information and performance of the equipment	<p>Jan 2021:</p> <ul style="list-style-type: none"> Received 48 PIREPs from pilots across a wide variety of operators which were essential in the case study used to evaluate the safety of the sites subject to validation. FAA Technical Operations Division issued a memo allowing all five AWOS locations to continue operating until inspections can take place in 2021 	Closed
AWOS Weather Block Expansion	The AIC supported the proposed Volpe study to evaluate expansion of the current size of the weather blocks	<p>Jan 2021:</p> <ul style="list-style-type: none"> The FAA/SBS Group Gulf Sustainment Team has contracted with the Volpe National Transportation Systems Center for a follow-on analysis to the 2017 study for possible permanent and expanded offshore weather deviation area expansion in FY2021 FAA Goal: Subject to the results of the study, expand size of current Offshore Weather Deviation Areas, create new Offshore Weather Deviation Area polygons, and/or establish Permanent Offshore Weather Deviation Areas 	Closed

Gulf Umbrella Agreement	The AIC supported the goal of not renewing the original 2006 FAA-industry Gulf of Mexico umbrella Memorandum of Agreement based on many factors, resources, and the fact that the document is obsolete—recommendation was made to investigate whether a document or artifact is necessary to uphold the FAA-industry’s unity and commitment to sustain and improve aviation safety and services in the Gulf of Mexico and continue the Agreement Implementation Committee	<p>May 2021: Gulf Industry Aviation Safety Memorandum of Understanding (MOU) was executed with signatures from HSAC, HAI, and FAA on March 6, 2021</p> <p>Jan 2021: FAA Contracting and Legal concurred with October 2020 AIC recommendation and determined a Memorandum of Understanding with the FAA, Helicopter Association International (HAI) and Helicopter Safety Advisory Conference (HSAC) would be the appropriate document to continue the aviation safety program in the Gulf and maintain the AIC</p>	Closed
May 13, 2020 AIC Zoom Meeting			
High Island 179A KXIH AWOS	The AIC supported Galveston 209B platform as a candidate site for an AWOS installation to replace the High Island 179A platform XIH AWOS	Jan 2021: GA209 to replace High Island 179A—Equipment Installation Decision meeting and virtual site survey held on 11 Dec 2020; Arena approved AWOS installation and agreement is in coordination with Arena	Closed
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>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>	Closed
Onshore AWOS Installations	The AIC supported the installation of an AWOS in the vicinity of Cameron, LA and in Grand Isle, LA but not in Abbeville, LA	<p>Jan 2021: Cameron (Venture Global site) to replace SA 13B - no longer available, damaged in hurricane</p> <p>Oct 2020: Cameron (Venture Global site) to replace SA 13B —awaiting FAA site survey</p> <p>May 2020: Although the AIC supported AWOS installations at Cameron and Grand Isle, the consensus is offshore installations are preferred over shore-based sites particularly near the coast</p>	Closed
January 15, 2020 AIC Meeting			
High Island A376B KHQI AWOS	AIC approved FAA proposal to replace High Island A376B AWOS and retain coverage with East Breaks 165, if possible	Jan 2021: High Island A547 has been identified as a possible replacement; Initial Technical Feasibility Assessment meeting held with Arena Offshore—platform looks promising for further consideration	Closed
October 9, 2019 AIC Meeting			
Garden Banks 783 KGBK AWOS	AIC recommended replacing Garden Banks 783 AWOS, if possible, when platform is abandoned; if suitable candidate is not available, address at future AIC meeting	<p>Jan 2021: GB 783 predicted longevity >5 years; no immediate need for replacement</p> <p>Oct 2020: GB 959 identified as possible replacement platform</p>	Closed
Mississippi Canyon 311A KMDJ AWOS	AIC recommended relocating Mississippi Canyon 311A AWOS, when platform is abandoned; if suitable candidate is not available, address at future AIC meeting	<p>May 2021: Closed...will continue to advise the AIC until KMDJ is decommissioned</p> <p>Jan 2021: No platform candidates have been identified to replace HI A376B</p>	Closed