

# Surveillance and Broadcast Services

## Gulf of Mexico In-Service Management

Presented to: Helicopter Safety Advisory  
Conference

By: Jim Tertocha,  
SBS Performance and  
Sustainment PM  
(202) 267-0726

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Federal Aviation  
Administration

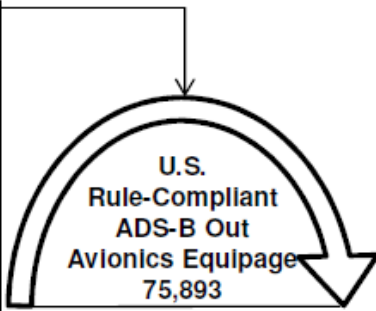


Federal Aviation  
Administration

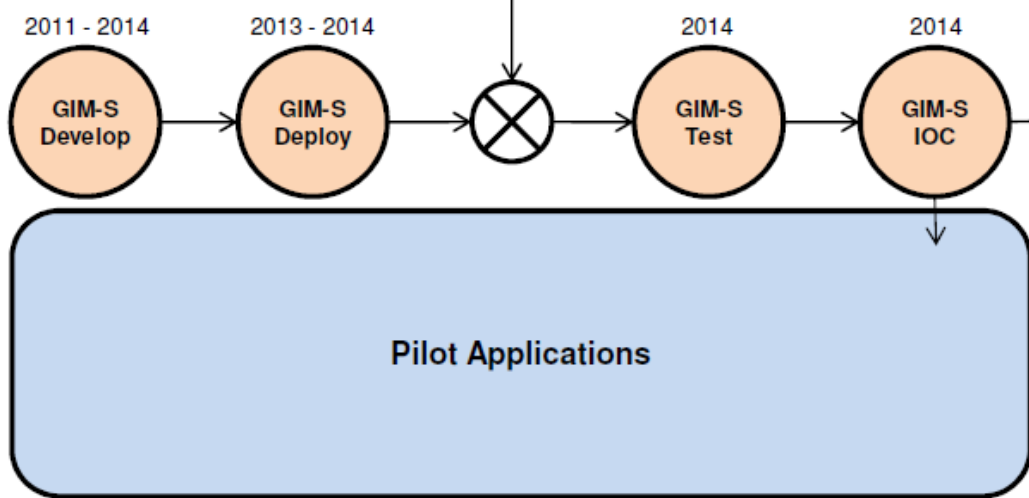
# Agenda

- **National ADS-B Program Update**
- **ADS-B 'Out' Rulemaking**
- **Coverage in the Gulf of Mexico**

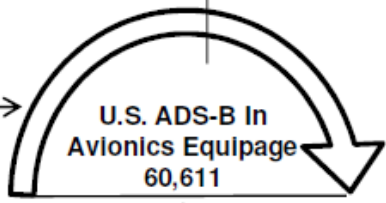
Service Delivery Points for ATC Separation Services										
	FY10 – FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Operational
En Route	6	4	12	2	N/A	N/A	N/A	N/A	N/A	24 of 24
Terminal	19	27	17	5	13	24	26	8 of 24	N/A	139 of 155
Surface (Advisory)	16	10	9	0	1	1	1	1 of 3	2	39 of 43
Oceanic	0	0	0	1	1	1	N/A	N/A	N/A	3 of 3



**ATC Spacing Services**  
*Ground-Based Interval Mgmt - Spacing (GIM-S) (En Route only)*



*Flight Deck Based Interval Mgmt– Spacing (FIM-S)*  
*In Trail Procedures (ITP)*  
*Traffic Situation Awareness with Alerts (TSAA)*



*TIS-B  
 FIS-B  
 ADS-R*

Pilot Advisory Services			
	FY14-FY18	FY19	Total
Baseline Deployment (2008 – 2014)	Complete		
Alaska Expansion Deployment	Complete		
Service Expansion Deployment (ASSC and Gulf of Mexico* Service Volumes)	5	3 of 4	8 of 9

In Process

Complete

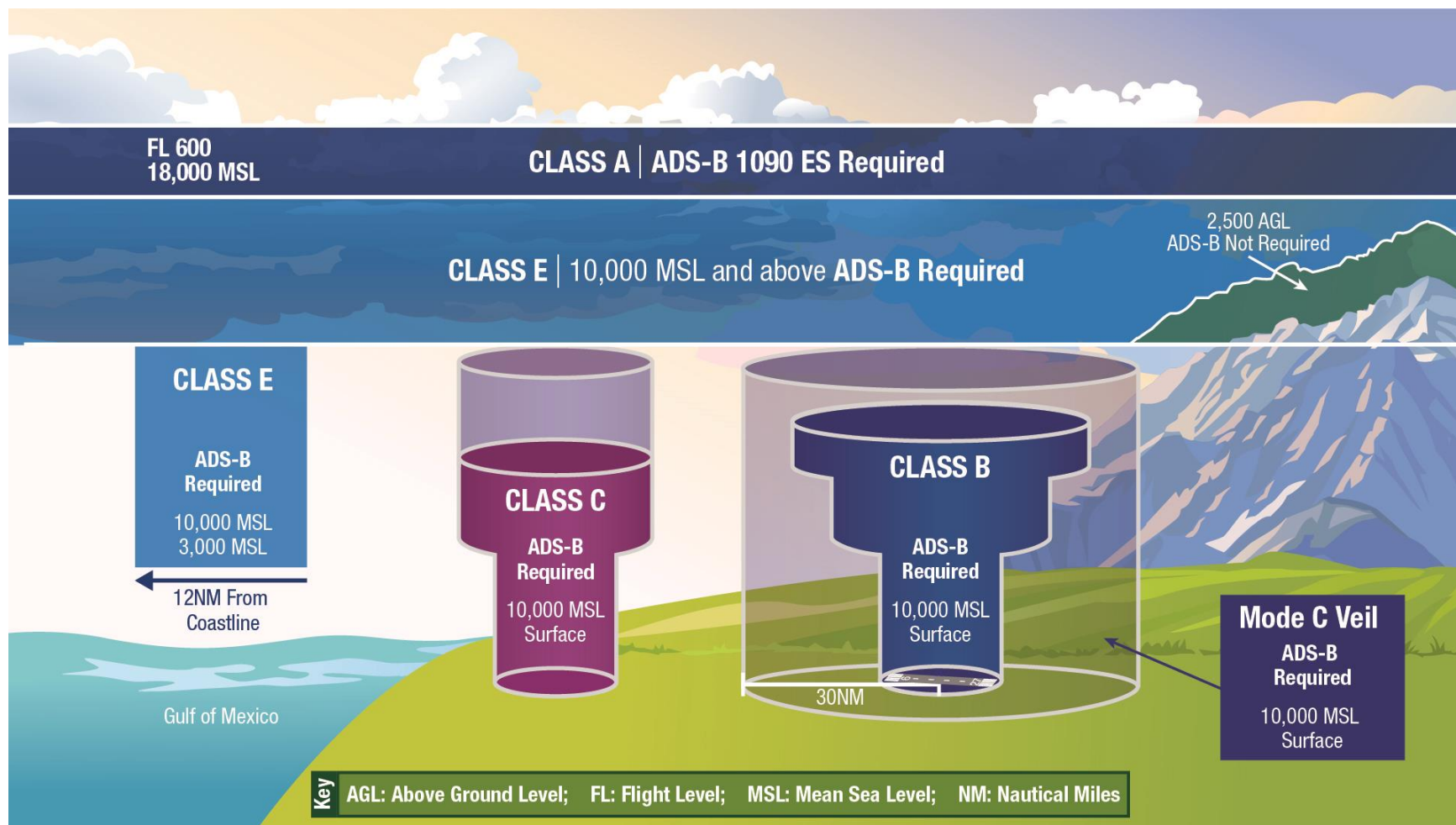
\*Pilot services not provided in Mexican Service Volumes

# ADS-B 'Out' Rulemaking

**January 1, 2020, the FAA Final Rule for ADS-B 'Out' equipage**

- **Published on May 27, 2010**
- **Applies to aircraft that desire to access certain airspace (14 CFR 91.225)**
- **Mandates performance requirements for ADS-B 'out' avionics that fly in certain airspace (14 CFR 91.227)**
  - Does not mandate ADS-B 'In'
- **Applies to all U.S. airspace that requires a transponder today**

# Required ADS-B Airspace



Visit <https://www.faa.gov/nextgen/equipadsb/research/airspace/>

# Federal Register Notice April 1, 2019

## Statement of Policy for Authorizations to Operators of Aircraft That are Not Equipped With Automatic Dependent Surveillance-Broadcast (ADS-B) Out

- This action explains the FAA's policy for issuing ATC authorizations to persons seeking to operate aircraft that are not equipped with ADS-B Out equipment in ADS-B airspace after January 1, 2020
- Summary:
  - After January 1, 2020, unless otherwise authorized by FAA, all aircraft operating in rule airspace must be equipped with ADS-B Out equipment
  - Non equipped may request authorization from FAA to operate in ADS-B airspace

# Federal Register Notice April 1, 2019 (Cont'd)

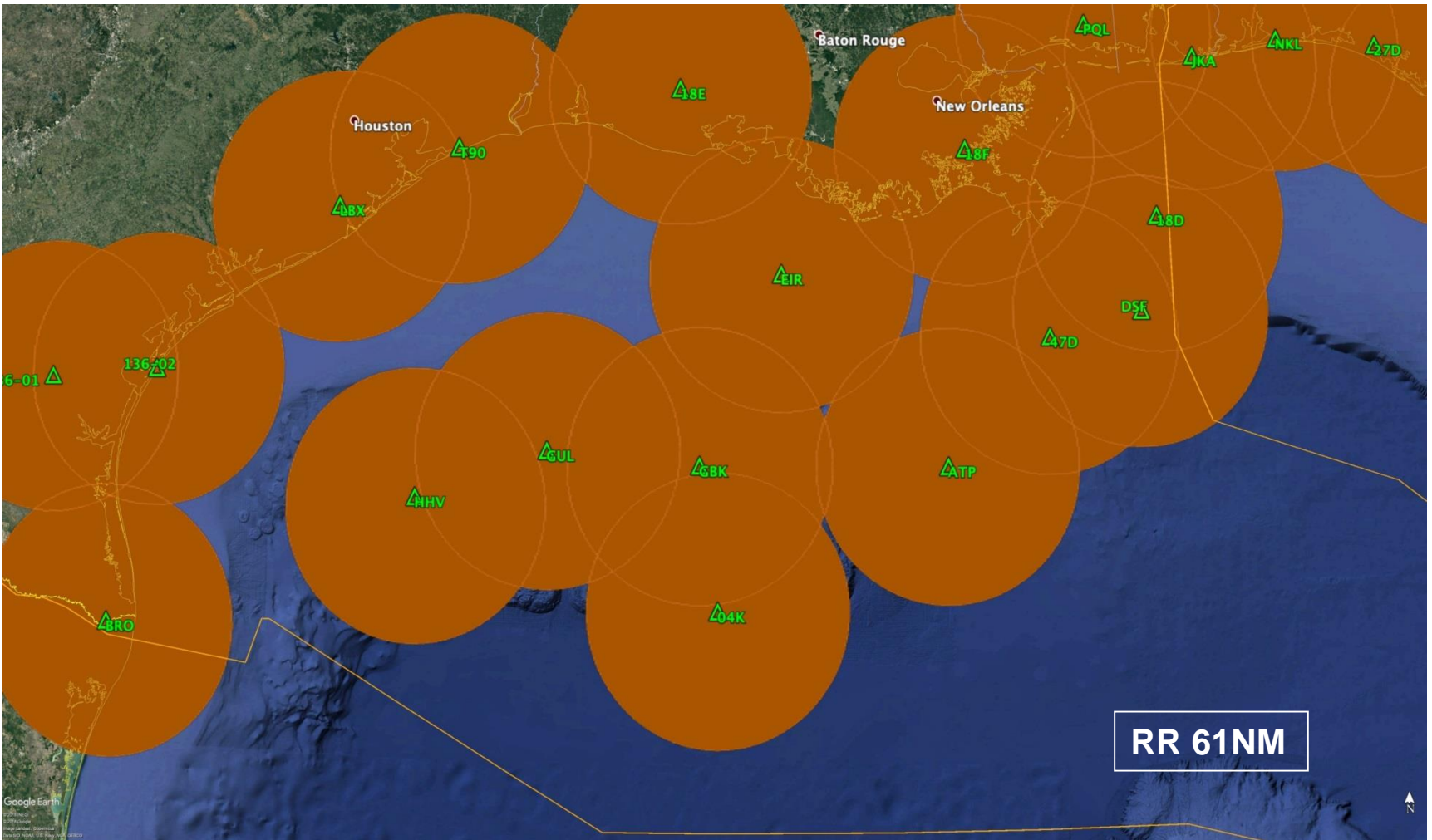
- **Non- ADS-B Out equipment must obtain a preflight authorization – request will be evaluated on a case-by-case basis**
  - **The FAA will be very unlikely to issue routine and regular authorizations**
  - **Specific mechanisms for authorizations are in the development process**
- <https://www.federalregister.gov/documents/2019/04/01/2019-06184/statement-of-policy-for-authorizations-to-operators-of-aircraft-that-are-not-equipped-with-automatic>

# ADS-B Coverage in the Gulf

- **Link v1 ADS-B (DO-260A) equipped aircraft under FAA Letter of Authorization expires 31 Dec 2019**
- **Automation systems will be updated such that they will not process Link v1**
  - Aircraft with Link v1 will not be seen by ATC on the automation platforms
- **Link v2 ADS-B (DO-260B or DO-282) will be required within 12 nautical miles from the coastline 3,000'-10,000' MSL**
- **Beyond 12NM, even though not rule airspace, without ADS-B Link v2, Air Traffic Control will not see aircraft--radar services limited or not available either**

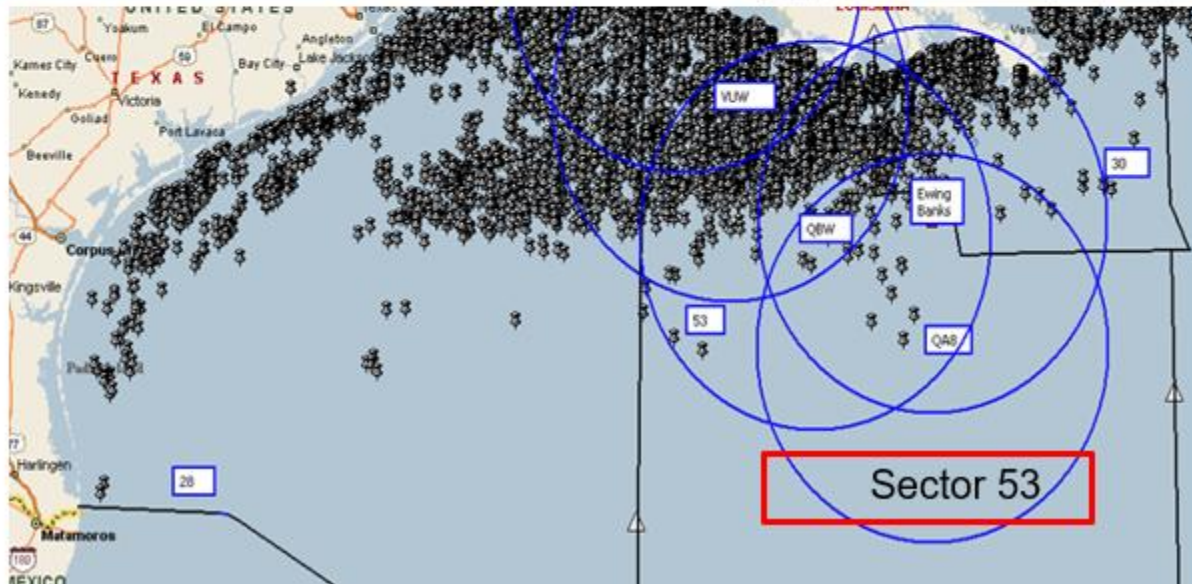
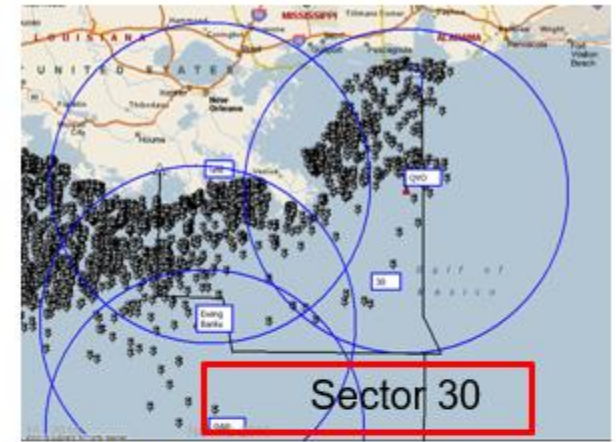
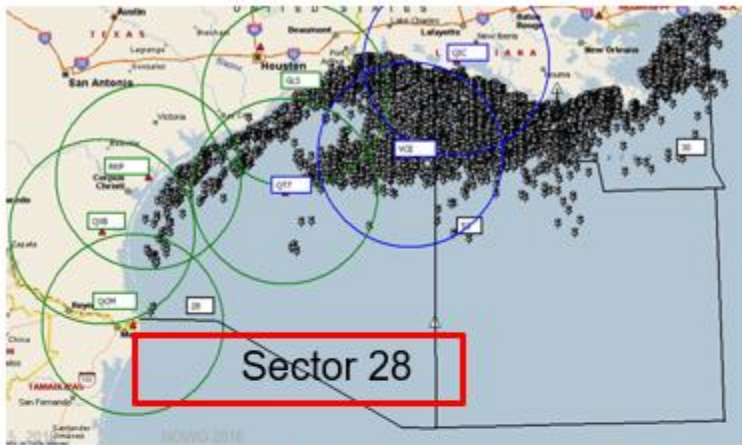


# ADS-B Coverage in the Gulf – 1,500' MSL



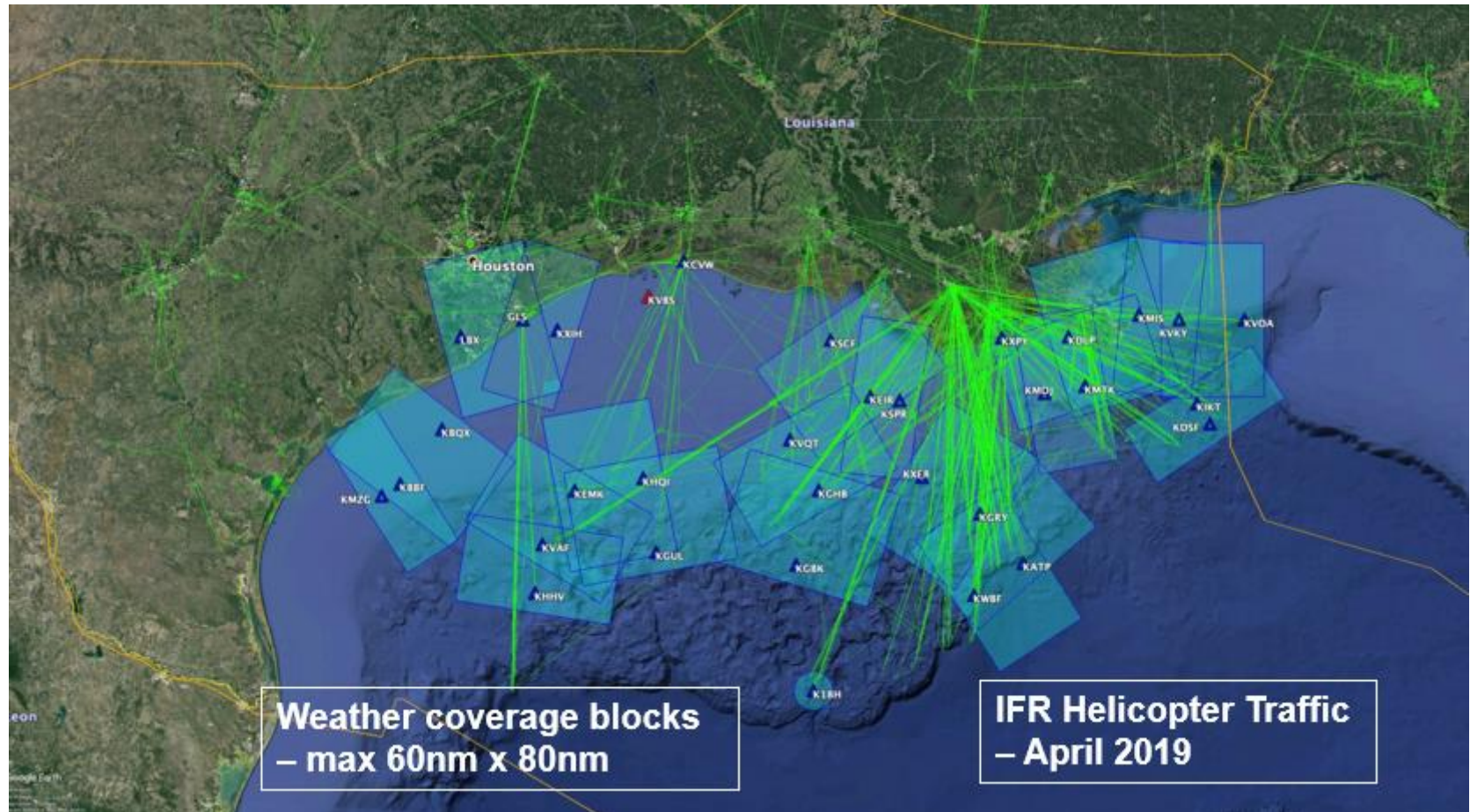
## A map of Louisiana from Google Earth with orange circles representing the coverage area of RR 82NM. The circles are centered around various locations, with labels like Δ8E, Δ90, ΔBX, ΔUL, ΔHKV, ΔBK, ΔTP, Δ7D, ΔSD, ΔKA, ΔKL, Δ7D, ΔPQL, Δ8F, ΔIR, ΔRO, Δ6-01, and Δ136-02. Major cities like Houston, Baton Rouge, and New Orleans are labeled. A white box in the bottom right corner contains the text "RR 82NM". A north arrow is visible in the bottom right corner.

# VHF Comm Coverage – 3,000' MSL





# FAA AWOS Coverage with IFR Tracks



# Gulf AWOS Weather Blocks

- On 11/11/2018, the NWS granted permanent approval to use weather boxes for offshore IFR destination weather provided ***“no changes were made to the current set of boxes”***
  - *“Change proposals for additional boxes or adjustments to the current boxes will require a history of consistent performance”*
  - *The Gulf weather infrastructure is in a constant state of change due to AWOS decommissionings, long term platform shut-ins, and commissionings*
- **NWS, Baton Rouge FSDO, and ADS-B Program Office have worked together to develop guidance for new weather boxes**
- **On 5/1/2019, NWS issued formal guidance to FAA that allows provisional approval for new weather boxes**

# Gulf AWOS Weather Blocks

- **Summary of latest NWS memo dated 5/1/2019**
  - Provisional approval period is a minimum of 12 months after the date of AWOS commissioning
  - If there's no trend of inaccurate weather reports, the provisional period will transition to permanent approval
  - NWS, FAA, and the operators will schedule periodic reviews of any discrepancy reports and status of weather stations
- **The FAA will furnish AWOS status reports, coverage maps, and kml / kmz coverage files to NWS and helicopter operators as changes occur in the infrastructure and at least semi-annually**



# AWOS Weather Block Changes Since 2018





## Gulf Team Contact Information

Allan Overbey

Gulf ISM Team Lead

202-270-9175

[adoverbey@gems-inc.com](mailto:adoverbey@gems-inc.com)

Roseanne Albrecht

Agreements

520-990-0338

[Ralbrecht@gems-inc.com](mailto:Ralbrecht@gems-inc.com)

Rhonda Carraway

Transportation

202-329-9285

[Rhonda@gems-inc.com](mailto:Rhonda@gems-inc.com)

Kenneth Jones

Project Management

757-812-0076

[Kenneth.M.Jones@bluemountainaero.com](mailto:Kenneth.M.Jones@bluemountainaero.com)

Bob Herak

AT Requirements

216-509-8932

[bherak@regulus-group.com](mailto:bherak@regulus-group.com)

Jeff Minck

AT Requirements

850-292-3197

[jminck@regulus-group.com](mailto:jminck@regulus-group.com)



# Backup



# ADS-B Coverage in the Gulf – 1,500' MSL With EC 321 (NOV 2019)

