

Meeting Title: FAA-Industry GOM Agreement Implementation Committee Meeting
Date/Time: January 27, 2021/3:00 PM CDST
Location: Zoom

Meeting Attendees

NAME	COMPANY	EMAIL
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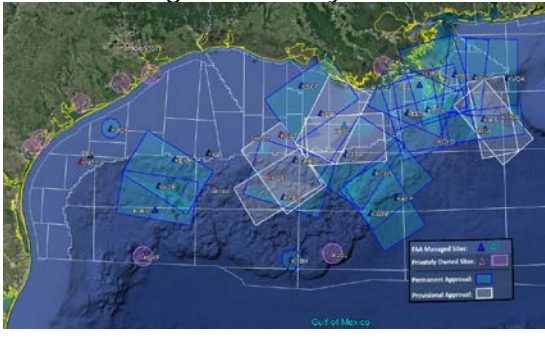

Background and Purpose of Agreement Implementation Committee:

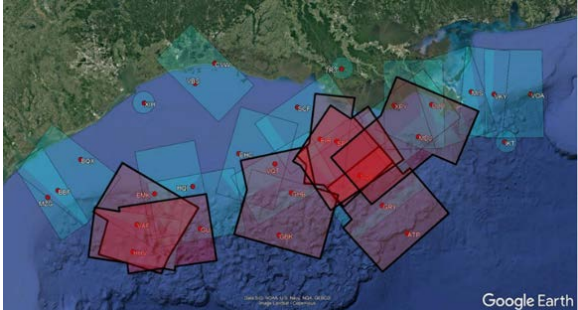
- The Agreement Implementation Committee is a product of the 2006 FAA-industry Memorandum of Agreement to enhance Air Traffic communications, weather reporting, and surveillance capabilities in the Gulf
- The purpose of the AIC is to foster cooperation, commitment, accountability, and trust to improve and sustain quality Air Traffic Services in the Gulf
- The AIC is needed to assist FAA in strategic planning and solicit feedback / recommendations
- The AIC is used to assess the coverage of installed FAA equipment and whether additional areas should be addressed—decision making is emphasized

Item	Agenda Item Description
1.	FAA AWOS Infrastructure Status
2.	ADS-B/VHF Comm Coverage
3.	AWOS Project Status
4.	Status of Potential AWOS Sites Presented in May and October 2020 AIC Meetings
5.	Upcoming FAA Installation Project
6.	Gulf Umbrella Agreement

Item	Key Points/Decisions/Recommendations
1.	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

Item	Key Discussion Points										
<p>1. FAA AWOS Infrastructure Status</p>	<ul style="list-style-type: none"> • FAA AWOS Inspection Risk – Retired <ul style="list-style-type: none"> ○ FAA COVID-19 travel restrictions along with stringent oil company quarantine requirements prohibited FAA inspectors from completing required inspections of FAA AWOS’ in the Gulf of Mexico ○ If not inspected, the FAA Gulf AWOS’ would not comply with FAA policy guidance dated Mar 17, 2010 ○ Received approval from FAA Non-Fed Weather Office on December 10, 2020 to continue AWOS operations without FAA AWOS inspection for AWOS inspections due in 2020 • Infrastructure out of service in 2021: <ul style="list-style-type: none"> ○ Brazos 133B – shut-in/to be decommissioned ○ High Island A376B – shut-in/to be decommissioned ○ Mustang Island A85A – long-term shut-in ○ Vermillion 331A – long-term shut-in ○ East Cameron 321A – out-of-service – storm damage ○ Garden Banks – out of service – storm damage • Predicted losses in next 5 years <table style="margin-left: 20px; border: none;"> <tr> <td>○ Alaminos Canyon 25</td> <td>Garden Banks 668</td> </tr> <tr> <td>○ East Breaks 165</td> <td>Mississippi Canyon 311A</td> </tr> <tr> <td>○ East Breaks 643A</td> <td>Mustang Island A85A</td> </tr> <tr> <td>○ East Cameron 321A</td> <td>South Marsh 268A</td> </tr> <tr> <td>○ Eugene Island 215B</td> <td>Vermillion 331A</td> </tr> </table> 	○ 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
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○ East Cameron 321A	South Marsh 268A										
○ Eugene Island 215B	Vermillion 331A										

		<ul style="list-style-type: none"> • AWOS Coverage in October 2019 – 30 in service  <ul style="list-style-type: none"> • AWOS coverage in October 2020 – 14 in service  <ul style="list-style-type: none"> • AWOS coverage in January 2021 – 16 in service  <ul style="list-style-type: none"> • Sites identified for possible install in the next 5 years: 
<p>2.</p>	<p>NWS Provisional Weather Deviation Area Approval</p>	<ul style="list-style-type: none"> • The National Weather Service issued a notification letter to the Baton Rouge and Jackson Flight Standard District Offices stating that 27 weather deviation areas have transitioned from temporary to permanent approval effective January 21, 2021 • Letter distributed with AWOS Update on 02/02/2021

<p>3.</p>	<p>AWOS Weather Deviation Area Expansion</p>	<ul style="list-style-type: none"> • Follow-up to 2017 Weather Analysis – Volpe National Transportation Systems Center Report found “that permanent and expanded areas are possible with further analysis” • The FAA/SBS Group Gulf Sustainment Team has contracted with Volpe for a follow-on analysis for possible permanent and expanded offshore weather deviation area expansion in FY2021 • Project Goal: Coordinate Volpe Analysis for Expansion of Weather Deviation Area and Permanent Weather Deviation Areas • Project Completion Date Goal: August 1, 2021 • Possible weather block expansion 
<p>4.</p>	<p>Status of Potential AWOS Sites Presented in May and October 2020 AIC Meetings</p>	<ul style="list-style-type: none"> • Reviewed the January and May 2020 AIC decisions about AWOS coverage <ul style="list-style-type: none"> ◦ Galveston 209 to replace High Island 179A— planning install, coordinating installation agreement and scheduling site survey ◦ South Marsh 107 to replace South Marsh 268—still investigating feasibility ◦ Cameron (Venture Global site) to replace Sabine Pass 13B—no longer available, damaged in hurricane ◦ Chevron recommended Green Canyon 641/Tahiti platform as a candidate site for possible AWOS installation- Awaiting FAA site survey ◦ Hess proposed Garden Banks 260 platform as a candidate site for possible AWOS installation-still investigating feasibility
<p>5.</p>	<p>Upcoming FAA Installation Projects</p>	<ul style="list-style-type: none"> • Brazos 133B AWOS Removal • High Island A376B AWOS Removal • Eugene Island 215B ADS-B Removal • Eugene Island 251A Install ADS-B, AWOS, VHF comm • Green Canyon 474 AWOS relocation on platform • Galveston 209 Install AWOS • Mississippi Canyon 724 Install AWOS • Eugene Island 215B Removal ADS-B, AWOS, VHF comm • Garden Banks 426 Future Install VHF comm • Green Canyon 763 Future Install ADS-B, AWOS, VHF comm

<p>6.</p>	<p>Gulf of Mexico Umbrella Agreement</p>	<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 • 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 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 draft MOU is in coordination with HAI and HSAC
<p>7.</p>	<p>FAA Gulf of Mexico Core Team</p>	<p>Rana Obeid: Surveillance and Broadcast Services (SBS) Gulf 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
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	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. Because travel is still restricted due to COVID, the FAA is exploring other methods to complete inspections.	Open
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	Jan 2021: 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	Jan 2021: still investigating feasibility	Open
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 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	Jan 2021: <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	Jan 2021: <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	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 <ul style="list-style-type: none"> • The draft MOU is in coordination with HAI and HSAC 	Closed
May 13, 2020 AIC Zoom Meeting			
High Island 179A AWOS	The AIC supported Galveston 209 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 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	Jan 2021: SM 107 to replace South Marsh 268—still investigating feasibility	Open

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 AWOS	AIC approved FAA proposal to replace High Island A376B AWOS and retain coverage with East Breaks 165, if possible	<p>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</p>	Closed
October 9, 2019 AIC Meeting			
Garden Banks 783 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 AWOS	AIC recommended relocating Mississippi Canyon 311A AWOS, when platform is abandoned; if suitable candidate is not available, address at future AIC meeting	<p>Jan 2021: No platform candidates have been identified to replace HI A376B--will continue to investigate</p>	Open