



HELICOPTER SAFETY ADVISORY CONFERENCE

May 09, 2013

Hilton - Lafayette

Lafayette, LA

MINUTES

INTRODUCTION

- Chairman Mark Fontenot called the meeting to order at 08:30 and welcomed members and guests.
- Read Antitrust Statement
- Introduction by Attendees
- Recognized Crescent City Helicopters, Rotor Craft Leasing, and MYU Helicopters and thanked the companies for their participation in HSAC.

HSAC WORK GROUP COMMITTEE REPORTS

Aerial Observation Committee

- Good work on RPs

API RP2L Rewrite – Bob Williams

- Chairman of RP2L Rewrite Committee
- OGP Representative to ICAO
- API RP2L document
 - > Section 2L1 – New build helidecks
 - > Section 2L2 – Legacy decks before 2L1 was published
 - > Section 2L3 – Operate and manage helidecks
 - > RP2L1 is approximately 1/3 complete. Need to import RPs from HSAC. Blend API and HSAC on helideck parking.
 - > 2L1 will be completed by end of 2013
 - > 2L2 completion in 2014

Technical Committee – Pat Roberts

- RP – Fatigue Management (*attachment #1*)
- RP – Quality Control (*attachment #2*)



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Mark Fontenot

- RP – Compliance Monitoring for Aviation Maintenance (*attachment #3*)

Flight Following / ADSB – Terry Gambill

- **Aeronautical Frequency Committee Meeting – Reno, NV, February 12-13, 2013**
 - The LightSquared is still pushing for a requirement that the GPS users modify their receivers to eliminate interference from the LightSquared system.
 - The Harris Corporation contract award for the FAA Datacom contract is being challenged by Lockheed Martin and ITT.
 - UAV operators are working to use satellite tracking for control of UAV's. How will they ensure separation from other aircraft when flying out of line of sight?
 - Radio Inspection Issues included:
 - Use of unlicensed frequencies
 - Frequencies not marked on transmitters
 - Radios are in areas that do not restrict access by unauthorized people.
 - Upcoming meetings
 - San Diego, CA – June 18-19, 2013
 - San Antonio, TX – November 5-6, 2013
- **FAA**
 - The FAA would like operators to work towards using ICAO flight plans for all operations in the Gulf of Mexico.
 - They would like each of the major operators to participate in tests of the ICAO flight plan filing.
 - They requested that HSAC set a date for the operators to go to ICAO.
 - It was suggested that the communication managers attend a “Train the Trainer” class to be set-up at the Lockheed Martin Flight Service in Fort Worth, TX.
 - They would like to have testing done by the October HSAC meeting, and implementation to be accomplished by April or May, 2014.
 - The Lockheed Martin flight plan portal would enable operators to save frequently used flight plans with all the required information, and to go in and change only departure, destination, proposed time, as needed.
 - ❖ lmfswb.afss.com



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- The IFR Grid System is going to be expanded into Jacksonville Center airspace.
 - Right now it ends with the BFM Lima line.
 - They will add a BFM Charlie line, but will not add a BFM Romeo line.
 - After the BFM Charlie line, there will be PNS Lima, PNS Charlie, PNS Romeo, VPS Lima, VPS Charlie, and VPS Romeo lines.
 - There is a PTT lockout that requires the frequency to be turned on to transmit on the East Breaks area 133.4 frequency for Houston Center. Pilots should advise they are calling on East Breaks 133.4 when calling Houston.
 - South Timbalier 164 is being shut down. This site contains 2 Houston Center frequencies and 1 Lockheed Martin Flight Service frequency. Replacement locations are being sought.
 - Due to the sequester, travel and overtime restrictions exist throughout the FAA. Preventive Maintenance is being cutback from 2 per year to 1 per year, and in many cases only when there are problems.
 - Houston Center wants to work with the operators to revise the LOA.

HSAC COMMITTEE REPORTS

Treasurer's Report – Joe Gross

- Joe Gross could not attend. Chairman provided report. (*attachment #4*)
- Reviewed contributions to API RP2L rewrite
- HSAC meetings cost between \$3,800 and \$4,000 in Lafayette and Houston. The New Orleans venue is one-fourth the cost with a savings of approximately \$3,000.

Chairman's Report – Mark Fontenot

- HSAC 2013 Safety Statistics have been posted on the HSAC website, www.hsac.org
- Reminder that Hurricane Season begins on June 1st. PLAN AHEAD

Government Liaison – Steve Smeltzer

- Richard Gossen: GCR, Inc. rgossen@gcrincorporated.com (504) 451-0510
 - > GCR contracted by FAA to identify structures in the GoM
 - > Host website
 - > ERA pilots flying for BSEE are provided I-Pads equipped with GPS for download into platform database.
 - > GCR presentation (*attachment 5*)



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Lockheed Martin – Martha Wood

- Transition to ICAO filing
- Changes allowed to flight plan up to 30-minute prior
- Expanding grid system farther East

Heliport and Airways – Ken Kersker

- Bob Williams provided update on API 2L rewrite noted on page 1.

Aviation Safety Information Analysis Sharing (ASIAS) - Jared Simon

- Sharing Safety / Attempting to emulate this program model / www.asias.faa.gov
- ASIAS wants to get the non-121 onboard
- Reached out through IHST
- jared.simon@airmethods.com

FlightSafety – Brenda Miles, Product Director

- brenda.miles@flightsafety.com
- www.flightsafety.com
- Simulators/FTD locations:
 - > Dallas/Ft. Worth: Bell 212, 412, 430, EC135, S76B
 - > Lafayette: 206, 407, S76C, S76C++, S92A, AW139
 - > Tucson: AS350
 - > West Palm Beach: S76C+, S76C++, S76D, S92A and maintenance training for all S76 series.

Metro Aviation – Terry Palmer

- Partnered with FSI (EC135, EC145, AS350)
- Focus on maintenance training
- Hiring chief maintenance instructor
- Human Resource course to include fatigue management.

Bell Helicopters – Tony Randall

- BH407 bird resistant windscreen should be available 1Q 2014



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FAA ADS-B Program – Glenn Meier

- ADS-B Update (*attachment 6*)
- AWOS from EC47 will be installed at ICY in approximately 6-months.
- Allan Overbey
 - > University of North Dakota testing ADS-B out/in on Garmin 430/530 and display on a portable device.
 - > STC in October and publicly available.

Fish Spotters – Joe Fain; Omega Protein; (337.258.5552); j_c_fain@yahoo.com

Presentation to Joseph Yadouga by Terry Gambill

Joe has been an active participant and supporter of HSAC since the beginning of the grid system project in the mid-1990s. Joe is retiring and we all wish him good health and happiness in his retirement.





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HAI – Harold Summers

- Heli-Expo 2013 was an overwhelming success.
 - ✓ 730 booths
 - ✓ 20,000 attendees
 - ✓ 60 aircraft on display
 - ✓ 2.5 billion worth of new business
 - ✓ HAI moving to new building

Agreement Implementation Committee

- AWOS Cleaning Advisory (*attachment 7*)

**Next HSAC Meeting will be October 16th and 17th – Sheraton -Houston; 15700 JFK Blvd;
Houston, TX 77032 (281) 442-5100**

Approved: _____ Date: _____
Mark Fontenot, Chairman



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HAI – Harold Summers

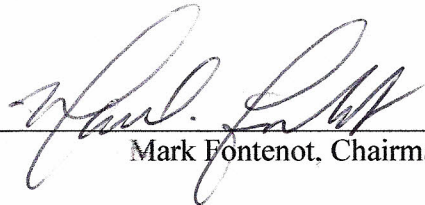
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Approved: _____


Mark Fontenot, Chairman

Date: 16 Sept. 2013



**HSAC – RP
2012 -1
Fatigue
Management**

Draft

Background

Aviation maintenance personnel face a particular risk of fatigue due to night shift work, the potential for long and unregulated duty times, and the sleep disruption that can result from these working conditions. Most countries do not have regulations or policies that address duty limits for maintenance personnel.

Aviation companies should develop a fatigue management plan that addresses duty time for maintenance personnel. This plan should be part of a comprehensive Safety Management System (SMS) model, through which hazards are identified and risk is managed.

**Recommended
Practices**

1. **The following guidelines cover areas which may be considered when developing a pro- active fatigue management program.**
 - Scheduled work periods should not exceed 12 hours in any 24-hour period
 - No shift should be extended beyond 13 hours without management approval
 - A break of at least 11 hours should occur between shifts
 - There should be a work break every four hours
 - Notes;
 - CHC Safety Summit fatigue risk management to be added/considered ; Action Bristow
 - HAI Risk Assessment tool from Eurocopter to be reviewed for possible inclusion - Action HAI

Detailed guidance can be found on the FAA web site:

https://primis.phmsa.dot.gov/crm/docs/FRMS_in_MX_OAM_TR_HobbsAversHiles.pdf



HSAC – RP – 2012-3
Quality Control

Background

Each operator should have a Quality Control Department and process to ensure that the acceptance and airworthiness of aircraft to include parts and components meet industry standards and company guidelines.

Recommended Practices

1. The following guidelines cover areas which may be considered when developing a Quality Control program.

- Quality Assurance and Quality Control departments should be separate and independent with reporting lines only to senior management within the organization.
- A process that ensures regulatory compliance is maintained
- Competency procedure that ensures that inspectors are qualified to hold the required position
- Continuous improvement of maintenance programs and inspection process should be driven by the QC department.
- The QC department should be responsible for the status of all applicable publication's.
- A precision tool calibration process is over seen by the QC department
- Accurate recording keeping of all life limited parts along with maintenance / inspection schedules, and manufactures bulletin's
- Documented procedures to ensure that parts that are received have gone through a qualified inspection program prior to acceptance

Information pertaining to Quality Control procedures and self-verification procedures may be found at the Aviation Suppliers Organization.

<http://www.aviationsuppliers.org/Accreditation-Steps>

Compliance Monitoring for Aviation Maintenance (RP) # 2013-003 (DRAFT)

Background:

Where there are guidelines and checks to verify the proficiency and competency of pilots, there are no regulatory requirements to ensure that maintenance personnel are checked on their knowledge and application of maintenance procedures.

Periodical reviews of maintenance personnel's knowledge of company and manufactures maintenance procedures to verify understanding and application of approved practices.

Action Benjamin Hulshuoff

Recommended Practices:

Recommended Practices (RP) are published under the direction of the Helicopter Safety Advisory Conference (HSAC). RP's are a medium for discussion of aviation operational safety pertinent to the transmission of product, energy exploration and production industry in the United States. RP's are not intended to replace individual engineering or corporate judgment or to replace instruction in company manuals or government regulations. Suggestions for subject matter are cordially invited.



**New HSAC Address for
All Membership Contributions
And Correspondences**

**P.O. Box 53777
Lafayette, LA 70505**



HSAC Contributors – 2013

All American Aviation LLC (2012 prorated)	\$83.33
Apache Corporation	\$1,000
Arbys Consulting Ltd. (Nigeria)	\$1,000
Blue Sky Innovations LLC	\$500
Cenergy International Services, LLC	\$1,000
ENI US Operating Co., Inc. (Direct Deposit)	\$1,000
Era Helicopters LLC	\$1,000
ExxonMobil Corporation	\$1,000
Mayeux Flying Service (2012 &2013)	\$1,500
PHI, Inc	\$1,000
RLC, LLC. (2012 & 2013)	\$2,000

Total: \$11,083.33



2013 HSAC Bank Account Activity 1 Jan – 15 May

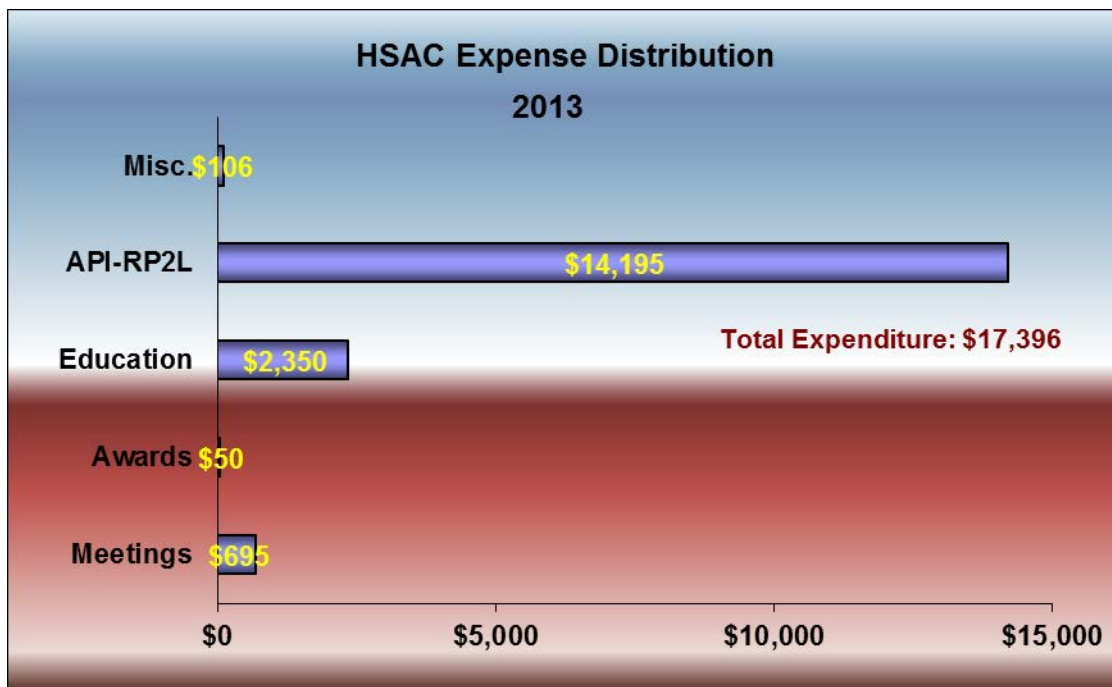
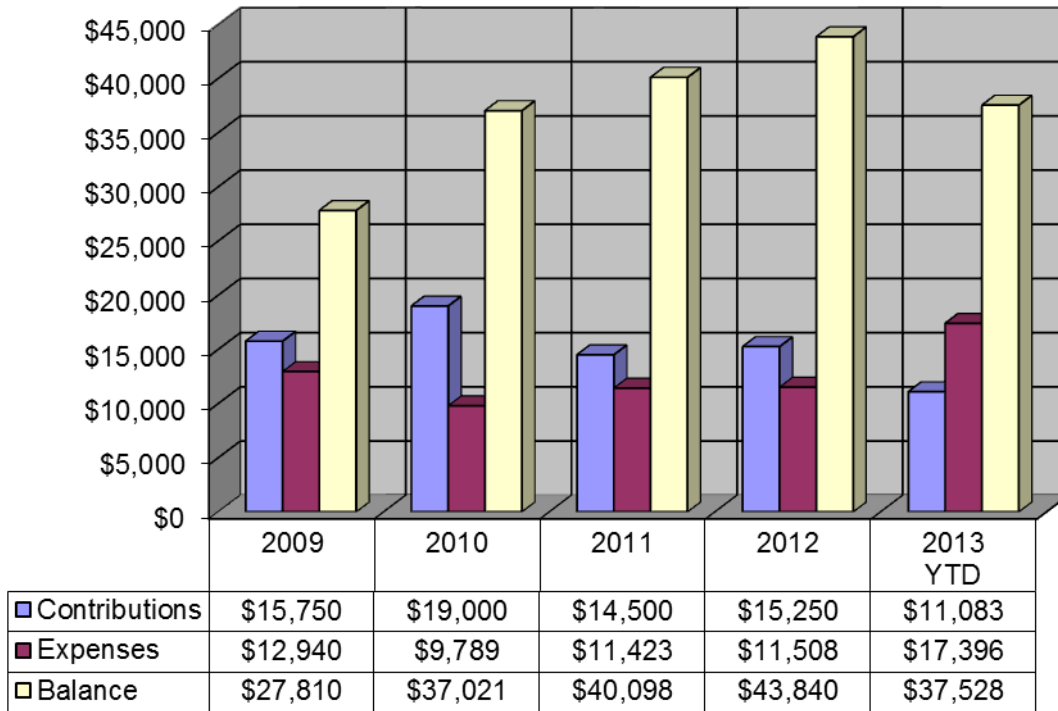
Opening Year Balance	\$ 43,840.11
Contributions	\$ 11,083.33
Expenditures	\$ 17,395.90
To Date Balance	\$ 37,527.54
Net Difference	+\$ 6,312.57



2013 Summary

1 Jan – 15 May

HSAC Contributions vs. Expenses





Helicopter Safety Advisory Conference

Presentation on Gulf of Mexico Helideck Survey

Presented By: Richard Gossen, GCR Inc.

Date: May 9, 2013



HSAC

Helicopter Safety Advisory Conference

Safety Through Cooperation
Since 1978

Who is GCR Inc.



- International professional services firm since 1979, based in New Orleans, LA with offices in Baton Rouge, Covington, Houston, Los Angeles and Washington, DC
- Updating facility safety information for over 19,000 non-military, public and private use facilities in US and all US territories since 2001



5010Web.com

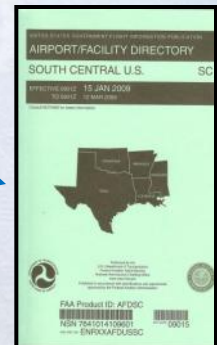
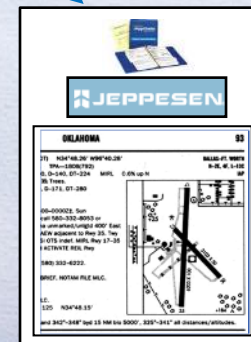
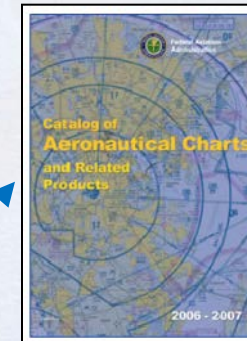
XML Upfeed
of Changes



FAA NASR
Database



Preliminary Data
Review



Project Background



- ADS-B provides satellite based air traffic control coverage of helicopters operating in GOM and now oil platforms are becoming visible



- FAA spending millions in implementing ADS-B (Automatic Dependent Surveillance-Broadcast) coverage In Gulf of Mexico
- Gulf of Mexico was used as one of the earliest implementations of NextGen



- FAA Office of Air Traffic maintains the National Airspace System Resources (NASR) database containing aeronautical information on all the airports in the US and its territories
- NASR intended to cover all aviation landing facilities comprising US airspace
- FAA spending millions on ADS-B coverage in the GOM yet NASR database does not contain a single GOM helideck point servicing the offshore oil industry

Federal Aviation Administration

FAA Home About FAA Jobs News A-Z Index I Am A ...

Aircraft Airports Air Traffic Data & Research Licenses & Certificates Regulations & Policies Training & Testing

FAA Home > Airports > Airport Safety > Airport Data & Contact Information

Airport Data & Contact Information

Print Subscribe

Use this form to find basic airport facilities and contact information, data downloads, and lists of emergency plan airports. Use links in the resulting reports to view more complete data and print Airport Master Record (5010-1) forms.

Information Current as of 01/10/2013

- FAA Form 5010, Airport Master Record
- Modification Reports
- Data Dictionaries
- Data Source
- Contact Us

Location(s) Selection Form

FAA Region: ALL FAA REGIONS

Airports District: ALL DISTRICTS

State: ALL STATES

County: ALL COUNTIES

City: ALL CITIES

Facility Use: ALL FACILITIES

Part 139 Certification: ALL FACILITIES

Reset Submit

* To view all locations click the Submit button without making any selections.
* A city or county name may exist in more than one state. If you select a city or county you must also select a state to avoid these duplicates.
* If you are not certain what region or district to select go to Contact Information for FAA Headquarters and Regional Airports Offices for the associated states.



- BSEE (Bureau of Safety and Environmental Enforcement) maintains database for location information for GOM helidecks
- GCR working with BSEE and helideck operators/owners to gather, collect, consolidate and verify facility listings and helideck locations in the Gulf of Mexico for their eventual inclusion into the NASR
- Inclusion into FAA NASR will:
 - Promote industry (over 890,000 flights, 316,000 hours flown, and 2.2 million passengers for GOM in in 2011)
 - Provide centralized database of facility information (accurate latitude/longitude coordinates, landing platform characteristics, nav aids, etc.) to aviation community
 - Facilities now available for standardized airspace review issues relative to approaches, obstructions, transition routes, etc.



Project Approach - Update



Occurred:

- Continuing meetings with FAA to determine minimal data values for inclusion in to NASR database
- Established a working relationship with the BSEE to obtain latest dataset on GOM helidecks
- Surveyed helideck owners/operators (>120) to obtain main contact for each and request additional helideck details (size, weight capacity, etc.) as provided
- Established agreement with ERA Helicopters LLC, contracted pilots for BSEE inspectors, to collect latitude and longitude coordinates for GOM helidecks visited during BSEE inspections



Company	Owner	Contact	Address	City	State	Zip	Phone	Fax	Email
Aviation Helicopters, Inc.	Aviation Helicopters, Inc.	David J. Smith	2500 West Loop South	Houston	TX	77056	281-413-7000	281-413-7001	dsmith@aviationhelicopters.com
Aviation Helicopters, Inc.	Aviation Helicopters, Inc.	David J. Smith	2500 West Loop South	Houston	TX	77056	281-413-7000	281-413-7001	dsmith@aviationhelicopters.com
Aviation Helicopters, Inc.	Aviation Helicopters, Inc.	David J. Smith	2500 West Loop South	Houston	TX	77056	281-413-7000	281-413-7001	dsmith@aviationhelicopters.com
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Aviation Helicopters, Inc.	Aviation Helicopters, Inc.	David J. Smith	2500 West Loop South	Houston	TX	77056	281-413-7000	281-413-7001	dsmith@aviationhelicopters.com



Federal Aviation Administration
Gulf of Mexico Helideck Data Survey

April 23, 2013

GOM 130611C
 Operations Department Gulf of Mexico Platforms
 2000 Post Oak Boulevard, Suite 100
 Houston, TX 77056-4400

RE: FAA Gulf of Mexico Helideck Data Survey

The Federal Aviation Administration (FAA) has engaged GCR Inc. (GCR) headquartered in New Orleans, Louisiana, to assist in the collection and verification of private-use facility report data from helideck platforms located in the Gulf of Mexico. You are being contacted because your company is listed in the database maintained by the Bureau of Safety and Environmental Enforcement (BSEE) as currently operating helidecks in the Gulf of Mexico.

The purpose of this survey effort is to obtain relevant helideck specific data which could be included in a final data set for the FAA for the maintenance and establishment of these facilities in the National Airspace System Resources (NASR) database. The NASR database is an FAA database that is maintained by the Office of Air Traffic and contains aeronautical information on all landing facilities in the United States (US) and its territories. While intended to include the whole of landing facilities that computer the US national air space system, the NASR database does not contain helidecks located in the Gulf of Mexico servicing the oil industry.

The FAA is looking to change that through the efforts of this survey. As a first step GCR is seeking your help in obtaining the official name and address of those facilities which also obtaining a preferred contact from those operators that has knowledge of the facilities truth, access to additional, structure helideck details listed in the BSEE database currently operating in the Gulf of Mexico. It is GCR's intent to assure relevant helideck specific data from these contacts could be included in the final data set for the FAA.

Your response to this effort is critical to its success. Contact information including responses to this survey are being accompanied by email to Richard Cooper at Richard.Cooper@FAA.gov or by mail using the following address:

GCR Inc.
 Gulf Helideck Data Survey
 111 Park Place Boulevard, Suite 120
 Covington, LA 70433

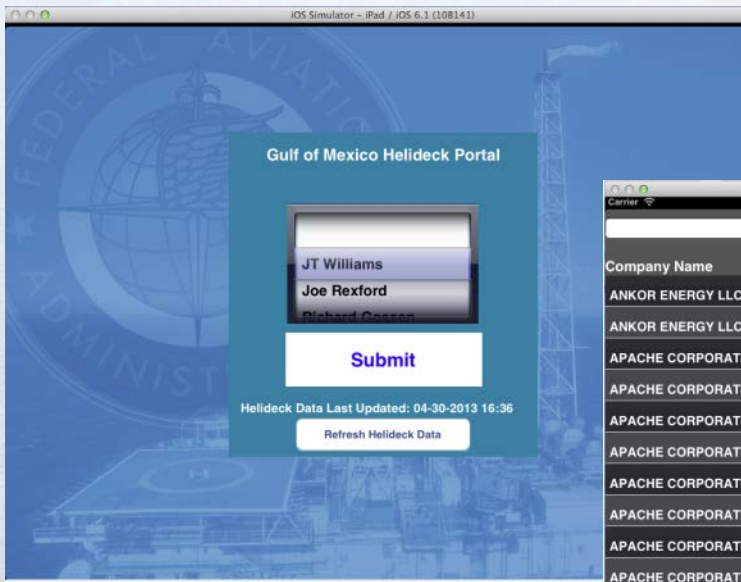


Project Approach - Update

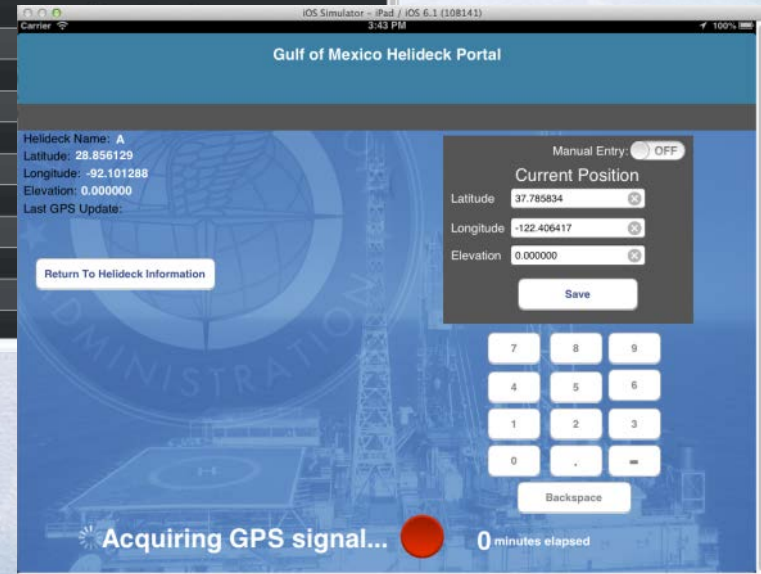


Occurred (Continued):

- o Developed iPad application for verifying/editing accurate latitude and longitude information of helideck centroid along with any other details collected



Company Name	District Code	Area Code	Block Number	Structure Name
ANKOR ENERGY LLC	3	SM	27	A
ANKOR ENERGY LLC	3	SM	27	JA
APACHE CORPORATION	1	MP	275	A
APACHE CORPORATION	2	SS	274	A
APACHE CORPORATION				
APACHE CORPORATION				
APACHE CORPORATION				
APACHE CORPORATION				
APACHE CORPORATION				
APACHE CORPORATION				
BP EXPLORATION & PRODUCTION INC				
CASTEX OFFSHORE INC				
DYNAMIC OFFSHORE RESOURCES LLC				
DYNAMIC OFFSHORE RESOURCES LLC				
ENERGY PARTNERS LTD				



Project Approach - Update



Occurring/Will Occur:

- o Equip BSEE pilots with iPADS already pre-loaded with the application for use during BSEE's annual inspections
- o Minimum helideck centroid latitude and longitude coordinates will be updated and fed into master database automatically
- o Review, check, and analyze data before its eventual import into the NASR database
- o Once baseline dataset has been collected, approved, and established in the NASR database, establish future updating procedures

AirportIQ 5010 Airport Master Records and Reports

Airport Name: AIR LOGISTICS (VENICE) N
FAA Site: 07763.33H
Associated City: VENICE
Location Identifier: 45LA
Data Effective Date: 01/10/2013
Provided By: GCR Inc.

General Information | **Services & Facilities** | **Based Aircraft & Operations** | **Runway Information** | **Remarks**

CBD To Airport (M): & Direction: 02 N
County: PLAQUEMINES
FAA Region / ADO Code: ASW LMM
Sectional Aeronautical Chart: NEW ORLEANS
Ownership: PRIVATE
Owner: AIR LOGISTICS
 4204 HIGHWAY 23 SOUTH
 VENICE, LA 70091
 504-534-7481
Manager: BOB WADE
 42011 HWY 23 SOUTH
 NEW BERNA, LA 70560
 504-534-1018
Attendance Schedule:
 UNATHD DAYS HOURS
Airport Use: PRIVATE
Airport Latitude: 29-18-06.7910N ESTIMATED
Airport Longitude: 089-22-28.1940W
Airport Elevation: -1.2 ESTIMATED
Acreage: 0
Right Traffic:
Non-Commercial Landing Fee: NO
NPIAS/Federal Agreement:
FAR 139 Index:
Last Inspection Date:
Last Information Request: 03/04/2008

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

1 ASSOC CITY: VENICE **4 STATE:** LA **LOC ID:** 45LA **FAA SITE NR:** 07763.33H
2 AIRPORT NAME: AIR LOGISTICS (VENICE) N **6 REGION/ADO:** ASW/LMM **3 COUNTY:** PLAQUEMINES LA
3 CBD TO AIRPORT (NM): 02 N **7 SECT AERO CHT:** NEW ORLEANS

GENERAL	FUEL	SERVICES	BASED AIRCRAFT
10 OWNERSHIP: PRIVATE	70 FUEL:		80 SINGLE ENG: 0
11 OWNER: AIR LOGISTICS			91 MULTI ENG: 0
12 ADDRESS: 4204 HIGHWAY 23 SOUTH			92 JT: 0
13 PHONE NR: VENICE, LA 70091			TOTAL: 0
14 MANAGER: BOB WADE			93 HELICOPTERS: 10
15 ADDRESS: 42011 HWY 23 SOUTH			94 GLDERS: 0
16 PHONE NR: NEW BERNA, LA 70560			95 MILITARY: 0
17 ATTENDANCE SCHEDULE: UNATHD			96 ULTRA-LIGHT: 0

18 AIRPORT USE: PRIVATE **81 AIRPT LGT SCHED:** SEE FMK
19 AIRPT LAT: 29-18-06.7910N ESTIMATED **82 UNCON:** 032800
20 AIRPT LONG: 089-22-28.1940W **83 WIND INDICATOR:** YES
21 AIRPT ELEV: -1.2 ESTIMATED **84 SEGMENTED CIRCLE:** NONE
22 ACREAGE: 0 **85 CONTRD. TWR:** NONE
23 RIGHT TRAFFIC: **86 FSS:** DE RIDDER
24 NON-COMM LANDING: **87 FSS ON AIRPT:**
88 FSS PHONE NR: **89 TOLL FREE NR:** 1-800-XXX-BRIEF

RUNWAY DATA

RUNWAY IDENT	IN
31 LENGTH:	800
32 WIDTH:	200
33 SURF TYPE-COND:	CONC

LIGHTING/APCH AIDS

EDGE INTENSITY
42 RWY MARK TYPE-COND:				

OBSTRUCTION DATA

OBSTACLES	///	///	///	///
87 FAR 77 CATEGORY:				
81 DEPLACED TH:				
82 CTLG OBST:				
83 OBST MARKING/GTD:				
84 HGT ABOVE RWY END:				
85 DIST FROM RWY END:				

01 AIRPT MGR PLEASE ADVISE FSS IN ITEM 88 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY *
110 REMARKS:
A 040: RWY 111 PERMETER LGTS
A 081: RWY 111 FOR PERMETER LGTS CALL 318-365-0271.

111 INSPECTOR: (N) 112 LAST INSP: 113 LAST INFO REQ: 03/04/2008

What level of accuracy is required by FAA for latitude and longitude of helideck center?

- FAA Form 7480 “Notice of Landing Area Proposal” used to establish airports, states, “Enter the latitude and longitude listed in degrees, minutes, and seconds to **one** decimal place.”
- GPS device being used is accurate to a hundredth of a second; obtains at least 3 meter positional accuracy in almost all conditions; and supports WAAS.

Can coordinates be submitted from helideck owners?

- Yes. GCR already contacted all owners listed in BSEE database for:
 - Official owner name, address, and phone number for owners responsible for facilities listed
 - Main contact name for that owner
 - Structure-specific data such as helideck size, weight capacity, etc.

When will publication of data collected be available?

- GCR is contracted through July with another year following; Updates will occur once FAA approves data (most likely FY14)

Questions?



Richard Gossen

GCR Inc.

(O) 985-327-0879

RGossen@GCRIncorporated.com



Federal Aviation
Administration

Surveillance and Broadcast Services

SBS Program Update

Presented to: HSAC

By: Glenn Meier, Project Lead, Central US

Date: May 9, 2013



FAA Sequestration/Furloughs

- **Furloughs for all FAA came and went**
- **Sequestration Remains**
 - Budget cut of ~\$300M over 6 months
 - Travel/Hiring Curtailed
 - Lots of resource planning still in progress
- **ADS-B and AWOS covered by subscription**
- **A/G Comm Maintenance Prioritized**
- **ADS-B and ATC Projects Affected**



FAA Weather Transition

Regular changes result from shallow water platform shut down, ownership and telecomm upgrades

- **BA 538 – Commissioned October 2012**
- **EC 47 – Shut down**
 - Cameron – PHI Heliport
- **SS 354 Commission in May 2013**
 - ST-301 to be De-commissioned
- **VR 26 – Shut Down**
 - Evaluating replacement sites
- **Telephones Number Changed**
 - **EB-165** 281-921-0775 **PN-975** 832-280-2450



Aviation Safety Advisory



Ceilometer - Normal



Ceilometer - Neglected

- **Needs Regular Cleaning by Platform, Pilots, Everyone**
- **Promotes Safety, Saves Trips by FAA**

A/G Communications

- **TZL (ST 164) on Extended Support**
 - Evaluating/Negotiating for Replacement Site
- **VUW (EI 215) Bleedover Resolved**
- **QT7 (EB 165) Coverage Investigated**



Closing

- **Avionics – Bell 206 ADS-B STC - UND**

- **Agreement Implementation Committee –
1PM**





Glenn Meier

Project Lead CSA,
Surveillance & Broadcast
Services

(W) 202-385-8673

(C) 301-706-3479

Glenn.Meier@faa.gov

www.adsb.gov

Backup Slides



Other items

- **AWOS Inspections – 4 out of 9**
- **Furloughs and Sequestration**
- **Trips this year**
- **Program Office Risks Under Evaluation**
 - Site and Transportation Availability
 - Processes, Policies and Agreements
- **Concern for number of Comm Sites**
-



Avionics

- **How many Aircraft have ADS-B**
- **How many IFR Flights**
- **Anticipated Schedule for ADS-B**



Aviation Safety Advisory



Aviation Safety Advisory No. 2011-002
 April 26, 2011

Contact: Allan Overbey/202-270-9175
 FAA Surveillance and Broadcast Services
 Program Office

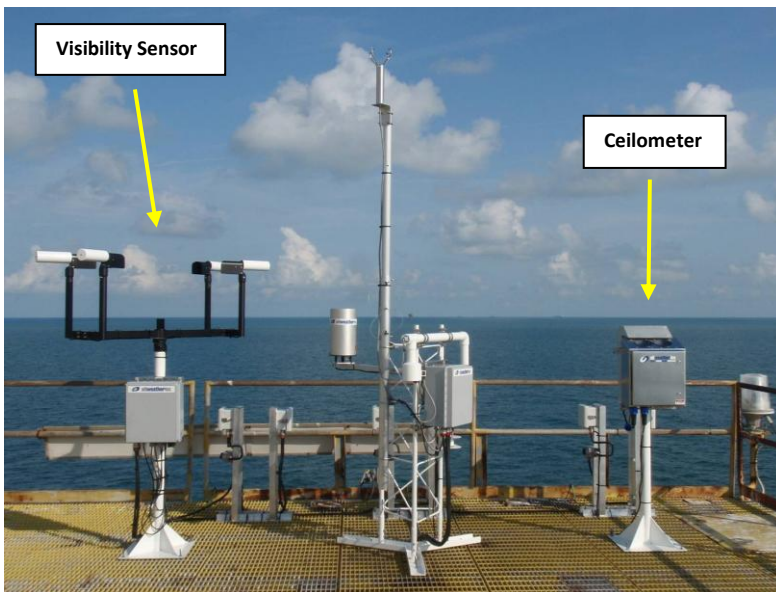
Automated Weather Observation Station (AWOS)

Requirement to Keep Cloud Height and Visibility Sensor Lenses Clean

AWOS equipment installed under the FAA’s Automatic Dependent Surveillance—Broadcast (ADS-B) program to enhance aviation safety in the Gulf of Mexico consist of the following major system components: cloud height (ceilometer), temperature, relative humidity, and barometric pressure sensors; rain gauge; ultrasonic anemometer (wind speed and direction); visibility sensor; Central Data Processor (CDP); and VHF radio. The ceilometer and visibility sensor require periodic cleaning of the glass lenses to ensure accurate and reliable weather condition reporting. On 4/20 and 23/2011, the FAA received pilot and platform personnel reports on five (5) AWOS’ broadcasting “visibility 3 miles or less” when, in fact, the actual visibility conditions were > 10 miles. The problem was traced to dirty lenses.

Therefore, the FAA recommends:

Platform personnel clean the AWOS visibility and ceilometer lenses at least once per week. Use distilled water or mild soap solution with thorough rinsing to avoid streaks. **IMPORTANT: Do not use any cleaning product containing ammonia...this will damage the optical coating.** There are two lenses on the top of the ceilometer and four (4) small lenses...each one pointing ‘in’ for the visibility sensor. Please call All-Weather, Inc., Customer Service at 916-928-1000, M-F, 10:00 AM- 6:30 PM CST should further instructions be needed.



Ceilometer

Visibility Sensor

Alaminos Canyon 25 (HHV)	Eugene Island 215B (EIR)	High Island 179A (XIH)	Miss Canyon 920 (IPN)	South Marsh 268A (SCF)
Brazos 133B (BBF)	Galveston 424C (GVX)	High Island A376B (HQI)	Mustang Island A31B (MIU)	South Timbalier 301B (STZ)
Brazos 451A (BQX)	Garden Banks 172 (GHB)	Main Pass 140B (MIS)	Mustang Island A85A (MZG)	Vermilion 26C (VNP)
East Breaks 165 (EMK)	Garden Banks 668 (GUL)	Main Pass 289C (VKY)	North Padre Island 975 (OPM)	Vermilion 331A (VQT)
East Breaks 643 (VAF)	Garden Banks 783 (GBK)	Miss Canyon 311A (MDJ)	Port Fourchon (XPY)	Viosca Knoll 786 (VOA)
East Cameron 47JP (CMB)	Green Canyon 338 (GRY)	Miss Canyon 474 (IKT)	Sabine Pass 13B (VBS)	West Cameron 368A (CRH)
East Cameron 278B (EHC)	Green Canyon 787 (ATP)	Miss Canyon 711 (MYT)	Ship Shoal 178A (SPR)	West Delta 27A (DLP)

Table of Gulf of Mexico AWOS Platforms with FAA 3-Letter ID