Attachment #14

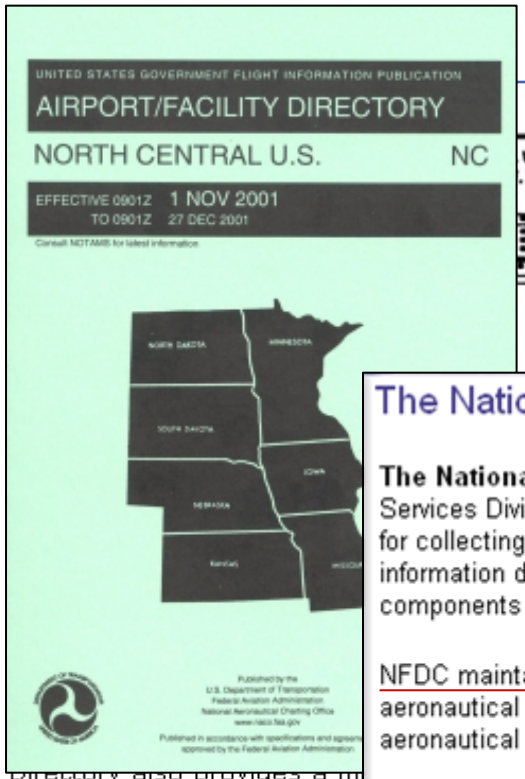
FAA Systems and Services

FAA Airport Master Record Program

National Aeronautical Cha

The Federal Aviation Admin
(FAA), National Aeronautical
Office (NACO), publishes and di
United States governmen
aeronautical charts and flight inf
publications. Public sales of thes
and publications are available th
network of Chart Agents conv
located at or near principal civil
NACO is also responsible for th
distribution of National Ocea
Atmospheric Administration/
Ocean Service (NOAA/NOS) U.S.
charts and National Ge
Intelligence Agency (NGA) form
National Imagery and Mapping
hydrographic charts and pub
publications of foreign areas are
publishes a wide variety of items
local agent may place a special
the FAA.

Airport/Facility Directory



Airport/Facility Directory is a pilot's manual that contains data on public use and joint use airports, seaplane bases heliports, VFR airport sketches, NAVAIDs, communications data,

between editions dates; i.e
56 days while the VFR Se
revised every six months. V

The National Flight Data Center

The National Flight Data Center (NFDC), within the Aeronautical Information Services Division, serves as the principal element within the FAA responsible for collecting, collating, validating, storing, and disseminating aeronautical information detailing the physical description and operational status of all components of the NAS.

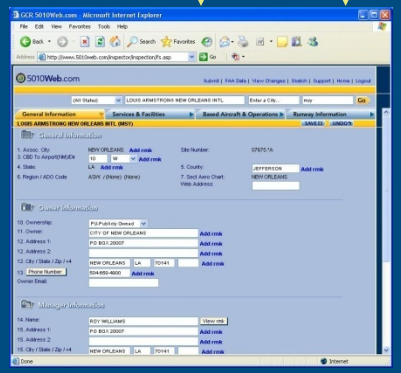
NFDC maintains the national aeronautical information database and provides aeronautical information to government, military, and private producers of aeronautical charts, publications, and flight management systems.

NFDC is responsible for managing and assigning location identifiers for airports, navigational aids, communications facilities, and weather stations, as well as five-letter fix names, in the National Airspace System.

5010Web.com Data Flow

FAA AAS-330

Refreshing of the 5010Web.com Database by NFDC every 56 days



5010Web.com

Southern Illinois University Carbondale

gcr

Preliminary Data/Graphic Review

XML Upfeed of Changes

AERONAUTICAL INFORMATION Services
ATA-100
NFDC CARTO NASR

NFDC Database

NFDC PORTAL

- Login
  - User Registration
- Home
  - Contact Info
  - Inquires and Requests
  - AIM News
  - References / Links
- Browse Aeronautical Data
  - Airports
  - Airspace
  - Flight Procedures
  - Terrain and Obstacles (TOD)
  - Survey Data
  - Construction Notices
  - Location Identifiers Search Tool
- Submit Aeronautical Data
  - Airport Changes
  - Chart Changes
- Applications
  - NFDC Apps
  - FADDS
  - TPSS
  - Airports GIS

National Flight Data Center Portal

Welcome to the **National Flight Data Center** (NFDC) web portal. This site is intended to service the aviation community providing the ability to browse for aeronautical data, submit data to the FAA for airport or chart updates, or communicate with an FAA specialists with regards to an inquiry about aeronautical information.

Browse Aeronautical Data

You may browse aeronautical data by category:

- Airports
- Airspace
- Flight Procedures
- Terrain and Obstacles (TOD)
- Survey Data
- Construction Notices
- Location Identifiers Search Tool

Submit Aeronautical Data

You may submit the following types of aeronautical data:

- Airport Data Change
- Aeronautical Chart Change

Applications

NFDC supports the following applications:

- FADDS - Facility Aeronautical Data Distribution System
- TPSS - Third Party Survey System
- NFDC Apps
- AGIS - Airports GIS

References / Links

Key links and information:

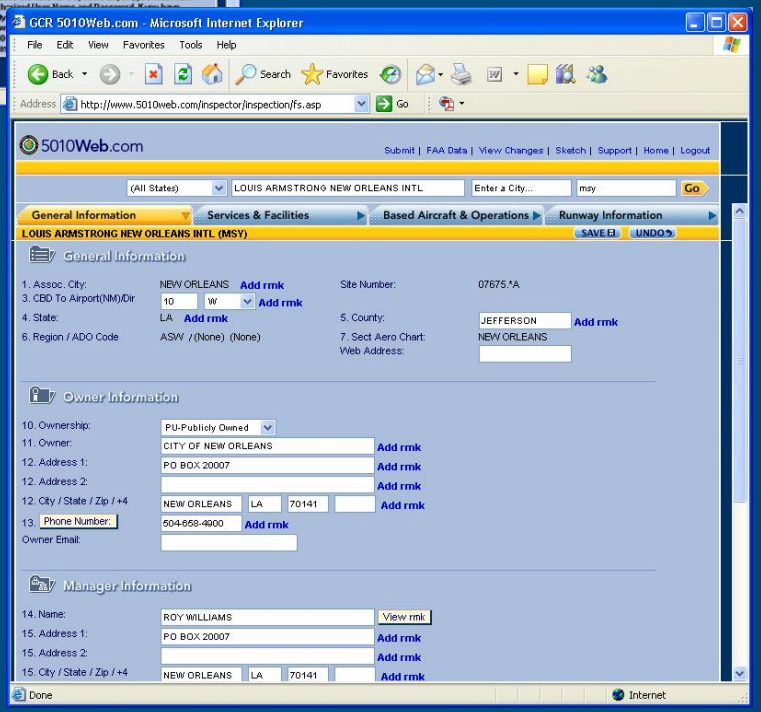
- Federal Aviation Administration (FAA) Home
- Department of Transportation (DOT) Home
- GCR 5010 Data
- Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)
- NextGen - See what is coming

GlobalGROUP ISO 9001 UKAS QUALITY MANAGEMENT 039

Certification/Registration Number
78Q11145

Created on 2011/11/15 15:27
Last modified on 2012/05/07 10:59

5010**Web**.com

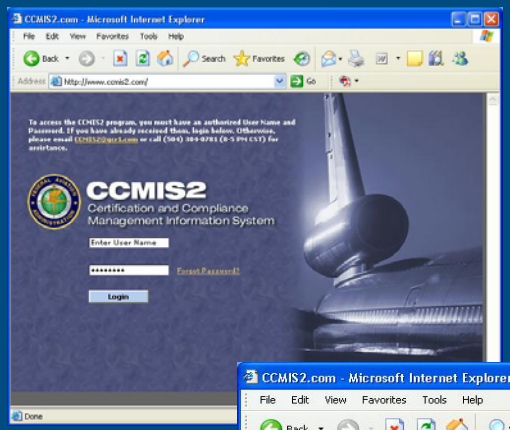


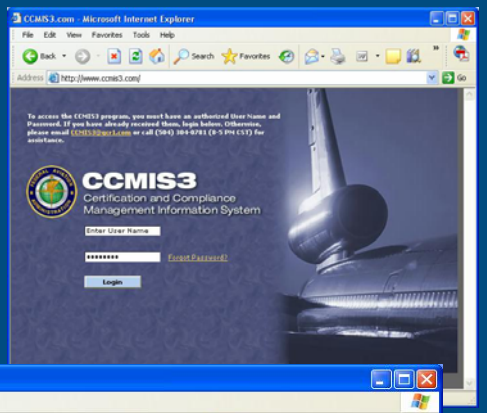
- ✈ **Initiated Contract w/ FAA Sept. 2001**
- ✈ **Secured, Editable Website Developed for State and Federal Airport Inspectors to Record Changes in Airport Safety Data**
- ✈ **275 Current Users (210 State / 65 FAA)**
- ✈ **Over 140 Persons Trained in 5010 Inspection Procedures**

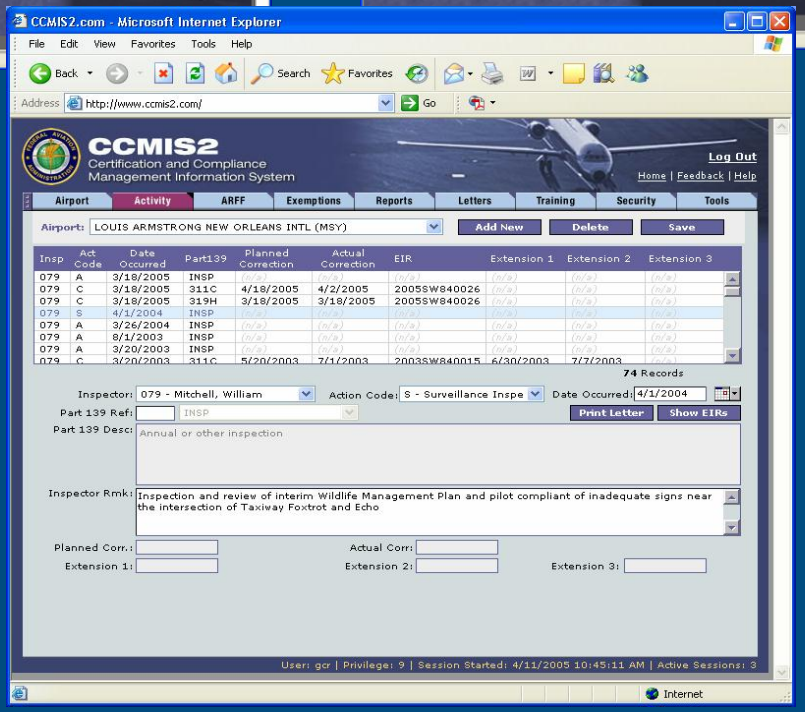
Certificated Airports

FAA Systems and Services

CCMIS 2 & 3



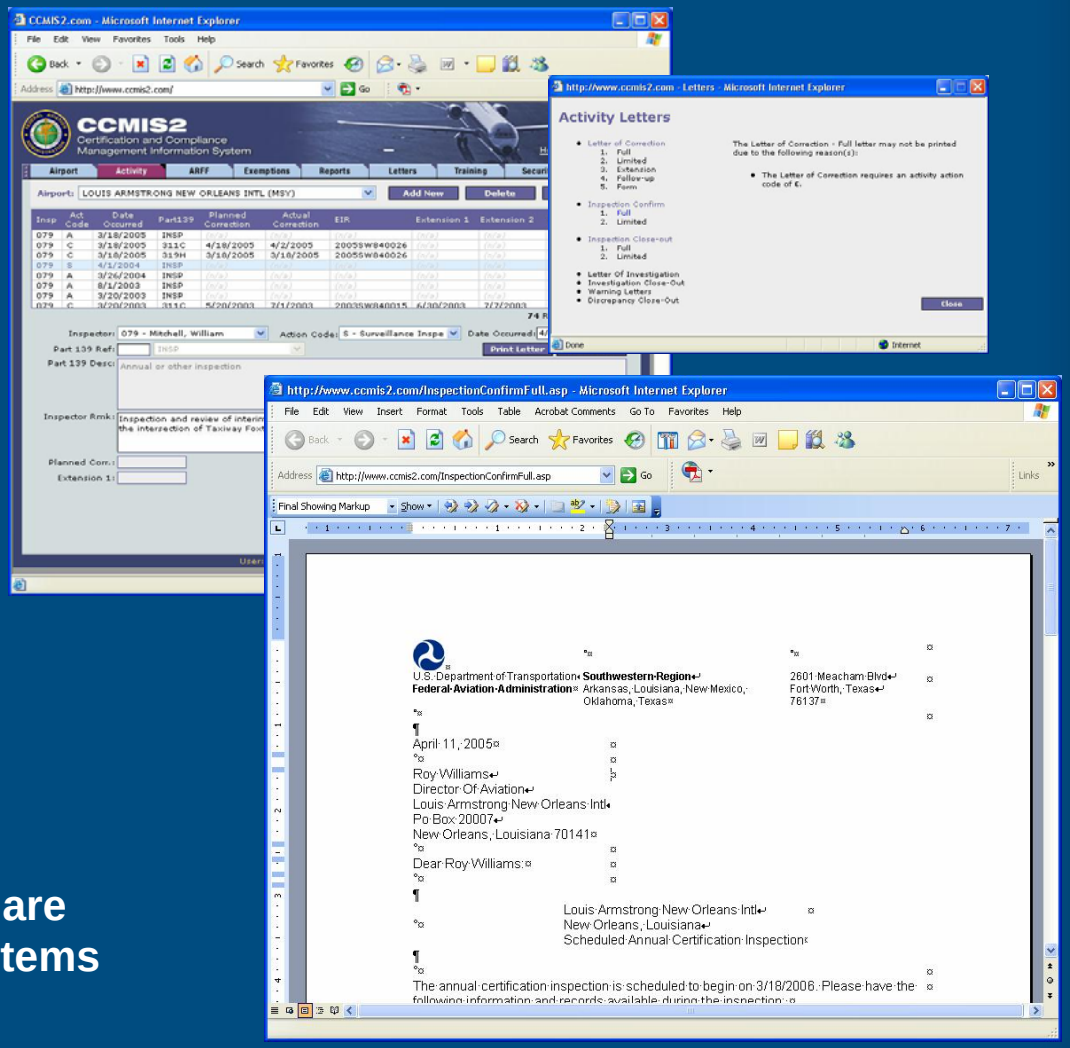




- Initiated Contract w/ FAA Oct. 2003
- Website Designed to Allow FAA Inspectors to Maintain Part 139 Certification Compliance Related Issues
- New Regulation Required Creation of CCMIS3.com
- 106 Active Users (FAA Inspectors, FAA Administrators, and Region Support Staff)

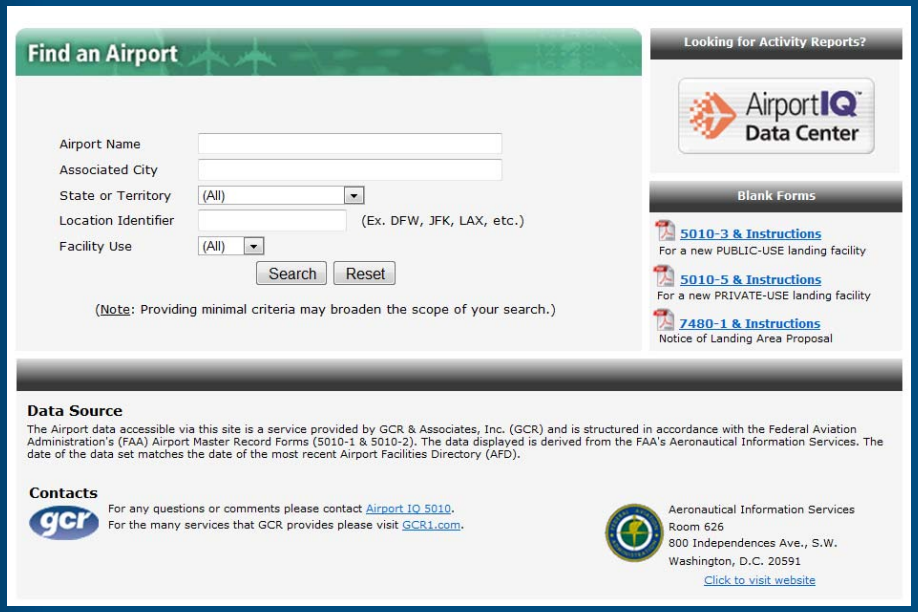
CCMIS 2 & 3

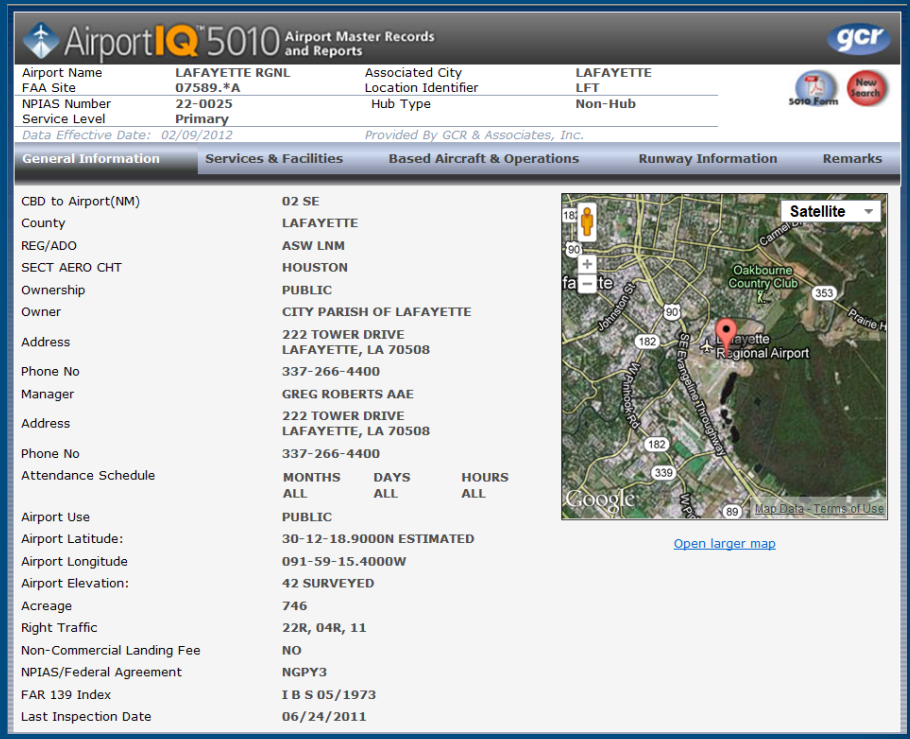
- Allows Inspectors Generate Reports/Letters for Correction Tracking
- Original Program was Client Server Access Application Requiring Dial-up & No Data Movement from System
- GCR now Moves Changes of Like Items in 5010Web.com to CCMIS2 & CCMIS3 in Real Time
- Passwords and Security Settings are Common to all 5010 & CCMIS Systems



Public5010

- Allows public to view latest "Published" Airport Safety Data for every Aviation Facility





New 5010 Program

- Previously Separate AIP Grants Were Issued to Each State for Reimbursements for Inspections (Required 10% Funding Match)

- Century of Aviation Reauthorization Act authorized 100% funding and FAA to sole source to a Private Company the Collection of Airport Safety Data. (GCR selected Spring, 2004)

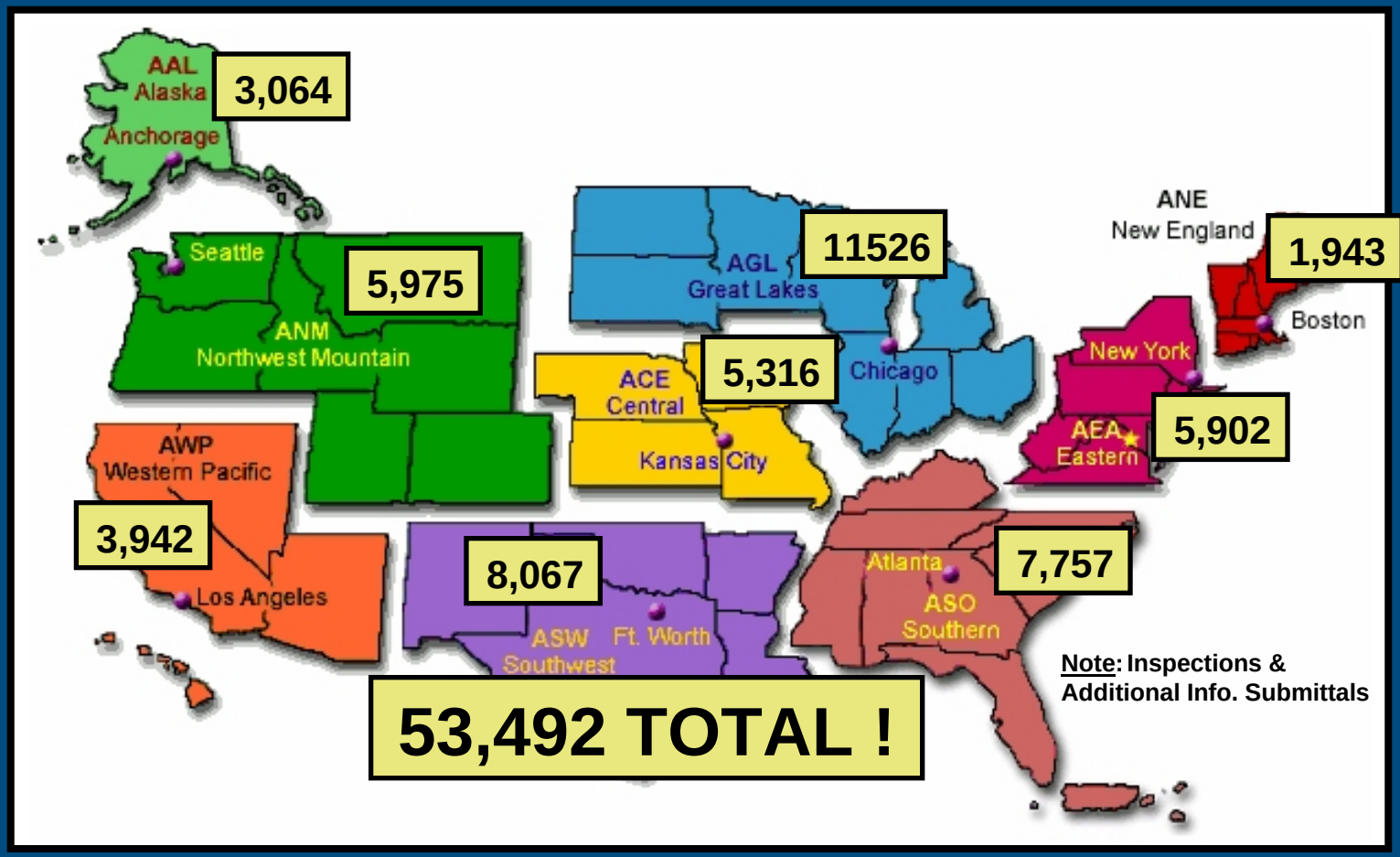
Flight 100--Century of Aviation Reauthorization Act

Sec. 47130. Airport safety data collection

`Notwithstanding any other provision of law, the Administrator of the Federal Aviation Administration may award a contract, using sole source or limited source authority, or enter into a cooperative agreement with, or provide a grant from amounts made available under section 48103 to, a private company or entity for the collection of airport safety data. In the event that a grant is provided under this section, the United States Government's share of the cost of the data collection shall be 100 percent.'.

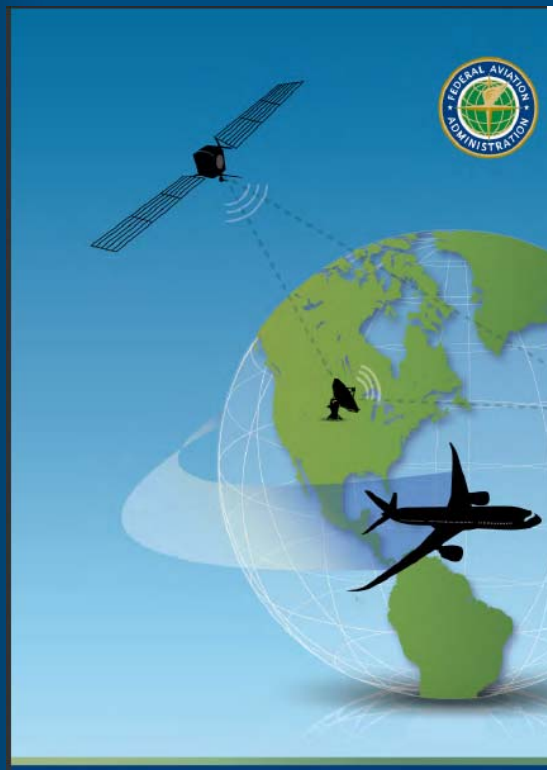
12/12/2003: Signed by President.
12/12/2003: Became Public Law No: 108-176.

5010Web.com Submittals by FAA Region



FAA NextGen
Implementation Plan

FAA Systems and Services



FAA's
NextGen
IMPLEMENTATION PLAN
March 2011

BETTER AWARENESS WITH ADS-B

One of the most significant developments in the last year was the FAA's decision to approve the nationwide deployment of Automatic Dependent Surveillance-Broadcast (ADS-B). After extensive testing at four key sites, the FAA in September 2010 authorized air traffic controllers to use the foundational, satellite-based NextGen technology to separate suitably equipped aircraft in areas with ADS-B coverage. ADS-B will update activity on air traffic controller displays more frequently and with greater accuracy, providing information such as aircraft type, call sign, heading, altitude and speed. With ADS-B, controllers can use airspace more efficiently. The nationwide ADS-B ground infrastructure is expected to be completed in 2013.

In May 2010 we published a final rule that mandates aircraft broadcast ADS-B information in most airspace by Jan. 1, 2020. The FAA determined that the 2020 timeframe would give NAS users time to equip, with most air carriers using regularly scheduled maintenance to install or upgrade equipment, and it also would provide sufficient operational experience to make ADS-B the primary source of surveillance. The standards in the ADS-B Out avionics rule will ensure that aircraft are capable of providing air traffic control automation platforms with the precise position data necessary to support NextGen surveillance requirements.

In addition, research is being conducted into the appropriate role of ADS-B to contribute to the effort of safely incorporating Unmanned Aircraft Systems (UAS) into the NAS and to improving capacity on closely spaced parallel runways. A map of ADS-B surveillance coverage appears on page 16.

ENHANCING PERFORMANCE BASED NAVIGATION

The FAA produced a significant number of PBN routes and procedures, exceeding our fiscal year 2010 goal. PBN procedures help reduce fuel use, emissions and miles flown at high altitudes and while transitioning during the arrival or departure phase of flight. These revisions could reduce delays during inclement weather. We published 51 high-altitude Area Navigation (RNAV) routes and 90 RNAV arrival and departure routes. We also published 59 Required Navigation Performance Authorization Required (RNP AR) approach procedures. Production of additional RNP procedures will focus on those with the most significant benefit.

Of the 90 RNAV procedures published in fiscal year 2010, 10 were designed to accommodate an Optimized Profile Descent (OPD) for appropriately equipped aircraft. Traditional arrival procedures have multiple segments of level flight during the descent and each step down requires a change in power settings. OPD procedures enable arrival aircraft to descend from cruise altitudes to final approach with significantly fewer level-offs. Since aircraft can use lower and steady power settings, OPD procedures result in reduced fuel burn, lower emissions and reduced noise.

The various components of PBN facilitated more efficient design of airspace and procedures. This resulted in improved safety, airspace access and predictability of operations; led to reduced delays; and contributed to more efficient routes, reducing fuel use, emissions and noise. PBN is the cornerstone of the agency's metroplex effort, which seeks to deconflict traffic flows for more efficient operations in busy metropolitan areas with multiple airports (see sidebar on page 14).

Another type of OPD is the Initial Tailored Arrival (ITA). This type of procedure also saves fuel and reduces emissions and noise. Aircraft need to be equipped with Future Air Navigation System (FANS) avionics to fly an ITA so that the desired flight path can be sent to the flight deck as data just before descent. Most oceanic aircraft including Boeing, Airbus and some business jet models are equipped with FANS.

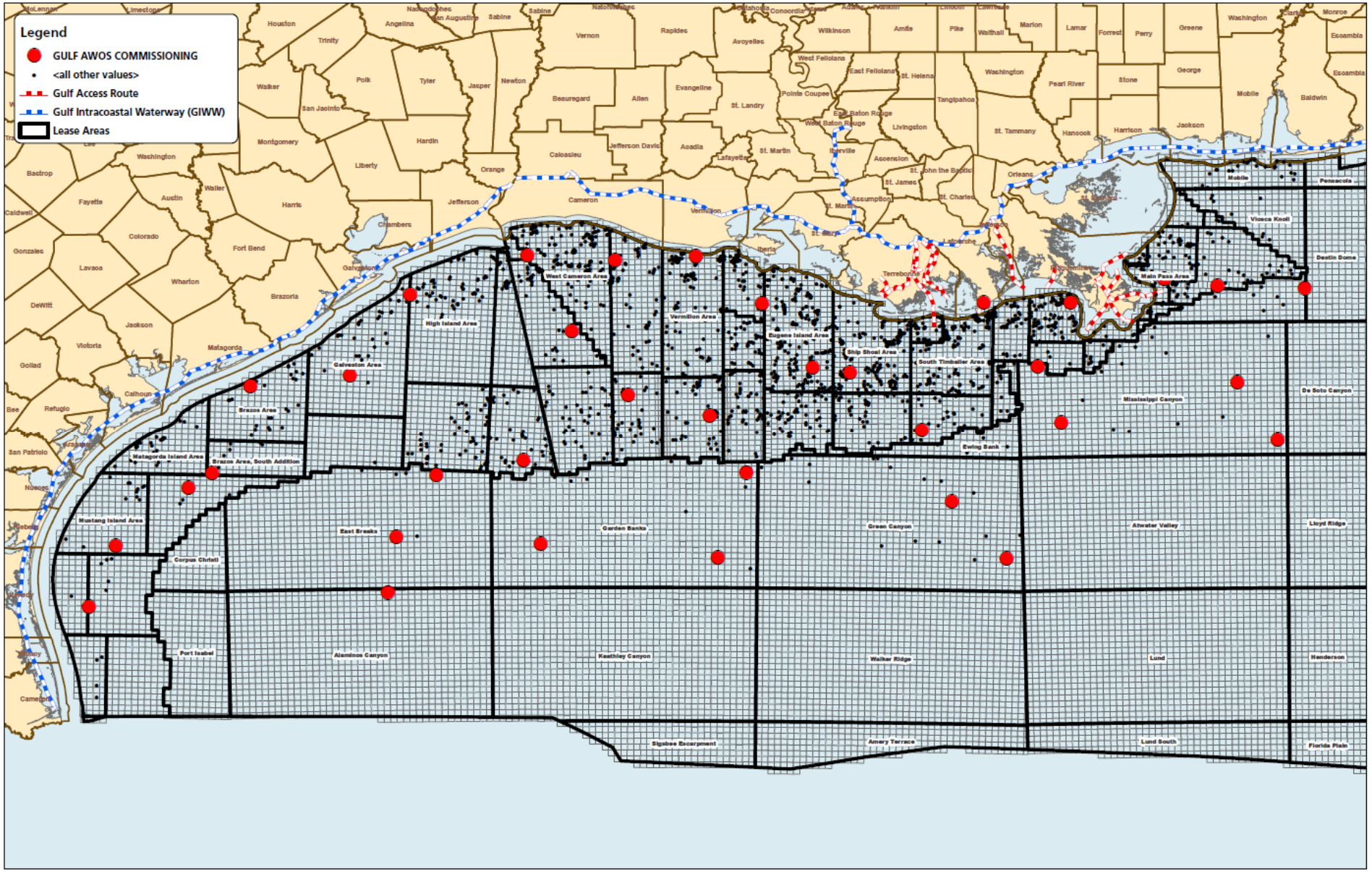
ITAs will become operational at some international gateways including Miami, San Francisco and Los Angeles beginning in spring 2011.

Especially beneficial for smaller airports, where general aviation aircraft often operate, are the RNAV Wide Area Augmentation System (WAAS) Localizer Performance with Vertical Guidance (LPV) approach procedures. We published 500 WAAS LPVs in fiscal year 2010, bringing the total to more than 2,300 throughout the NAS. With LPVs, aircraft often can land in lower visibility conditions than with the previous approaches, providing more access to those airports throughout the year. WAAS LPVs provide satellite-based approaches primarily to airports and runways where no ground-based instrument landing systems exist. This means that aircraft can land at those airports even when visibility is limited, such as during poor weather.

Similar fuel savings and reductions in emissions have resulted from the use of precise, continuous descents into Los Angeles and customized descents into San Francisco. Preliminary results from a surface management initiative in Boston point to a fuel savings of 5,100 gallons and a reduction in carbon dioxide emissions of 50 tons during periods of heavy congestion. Shared surface surveillance data coupled with aircraft metering techniques are creating taxi-out time savings of up to 7,000 hours a year at New York's John F. Kennedy airport and 5,000 hours a year at Memphis, Tenn. Equipped helicopters flying over the Gulf of Mexico are enjoying the safety and efficiency of radar-like coverage in poor weather conditions. And in Colorado, new surveillance technologies are enabling controllers to track aircraft flying through potentially treacherous mountain terrain.

These are just a few examples of early NextGen successes. In 2010, the FAA met 90 percent of our high-priority NextGen objectives. Many more benefits are still unfolding as the FAA and its partners continue to roll out new policies, procedures and technologies as part of the largest transformation of the NAS in history.

Since Congress passed the first NextGen budget appropriation in 2007, the FAA has been working


Legend
GULF AWOS COMMISSIONING
<all other values>
Gulf Access Route
Gulf Intracoastal Waterway (GIWW)
Lease Areas
Houston
Trinity
Angelina
Sabine
Vernon
Rapides
Avoyelles
Wilkinson
Amite
Pike
Walthall
Marion
Lamar
Forrest
Perry
Greene
Washington
Monroe
Escambia
Walker
Polk
Tyler
Jasper
Newton
Beauregard
Allen
Evangeline
St. Landry
Pointe Coupee
West Feliciana
East Feliciana
St. Helena
Tangipahoa
Pearl River
Stone
George
Mobile
Baldwin
San Jacinto
Montgomery
Hardin
Liberty
Orange
Calcasieu
Jefferson Davis
Acadia
Lafayette
St. Martin
Iberville
Ascension
Livingston
St. Tammany
Hancock
Harrison
Jackson
Washington
Bastrop
Fayette
Austin
Waller
Harris
Jefferson
Cameron
Vermilion
St. James
St. Charles
Assumption
St. John the Baptist
Orleans
Caldwell
Gonzales
Colorado
Fort Bend
Chambers
Galveston
Iberia
Terrebonne
Lavaca
Wharton
Brazoria
DeWitt
Jackson
Victoria
Matagorda
Goliad
Calhoun
Refugio
Bee
San Patricio
Nueces
Kleberg
Kenedy
Willacy
Cameron
West Cameron Area
High Island Area
Vermilion Area
Eugene Island Area
Ship Shoal Area
South Timbalier Area
Galveston Area
Brazos Area
Matagorda Island Area
Brazos Area, South Addition
Mustang Island Area
East Breaks
Garden Banks
Green Canyon
Ewing Bank
Mississippi Canyon
Atwater Valley
Lloyd Ridge
De Soto Canyon
Destin Dome
Viosca Knoll
Main Pass Area
Mobile
Pensacola
Corpus Christi
Port Isabel
Alaminos Canyon
Keathley Canyon
Walker Ridge
Lund
Henderson
Sigsbee Escarpment
Amery Terrace
Lund South
Florida Plain

ADS-B bridges the Gulf of Mexico

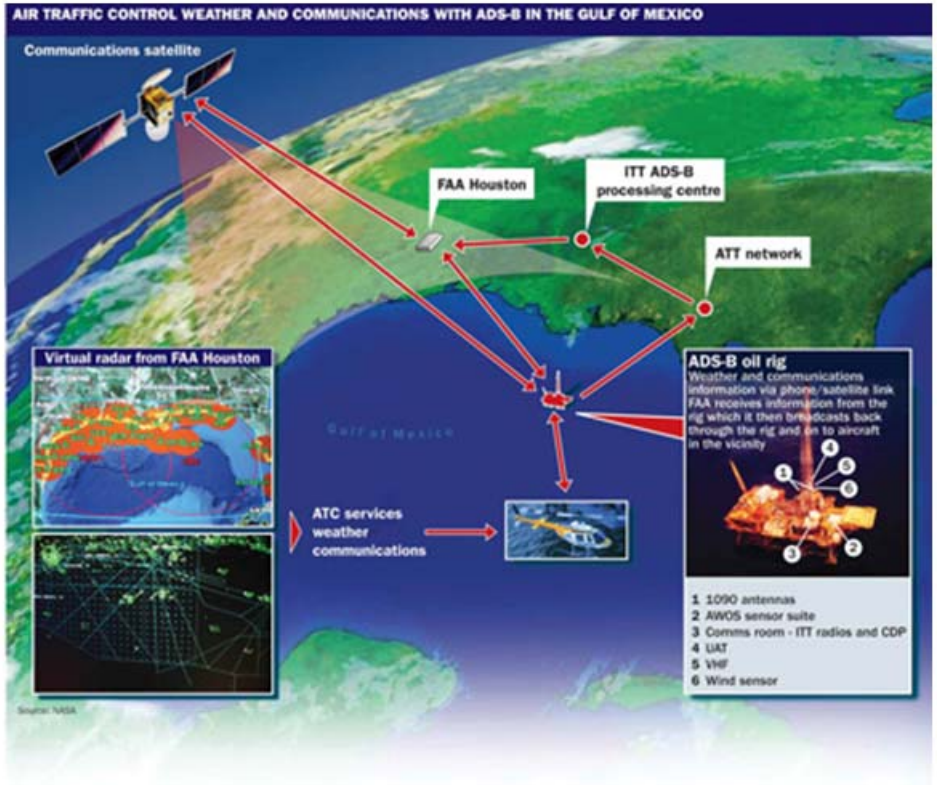
By: John Croft Washington DC
11:00 15 Feb 2010

Louisiana-based oil and
a new level on 17 Decem

Using existing VHF radi
systems and Mode S tra
to talk to air traffic contr
distant platforms in the G

The FAA four years ago kicked off the program by signing a memorandum of agreement with Helicopter Association International (HAI) and the **Helicopter Safety Advisory Council,** a group made up of Gulf of Mexico operators. The FAA's role was to develop, install and maintain the ADS-B infrastructure as well as voice communications and weather reporting system.

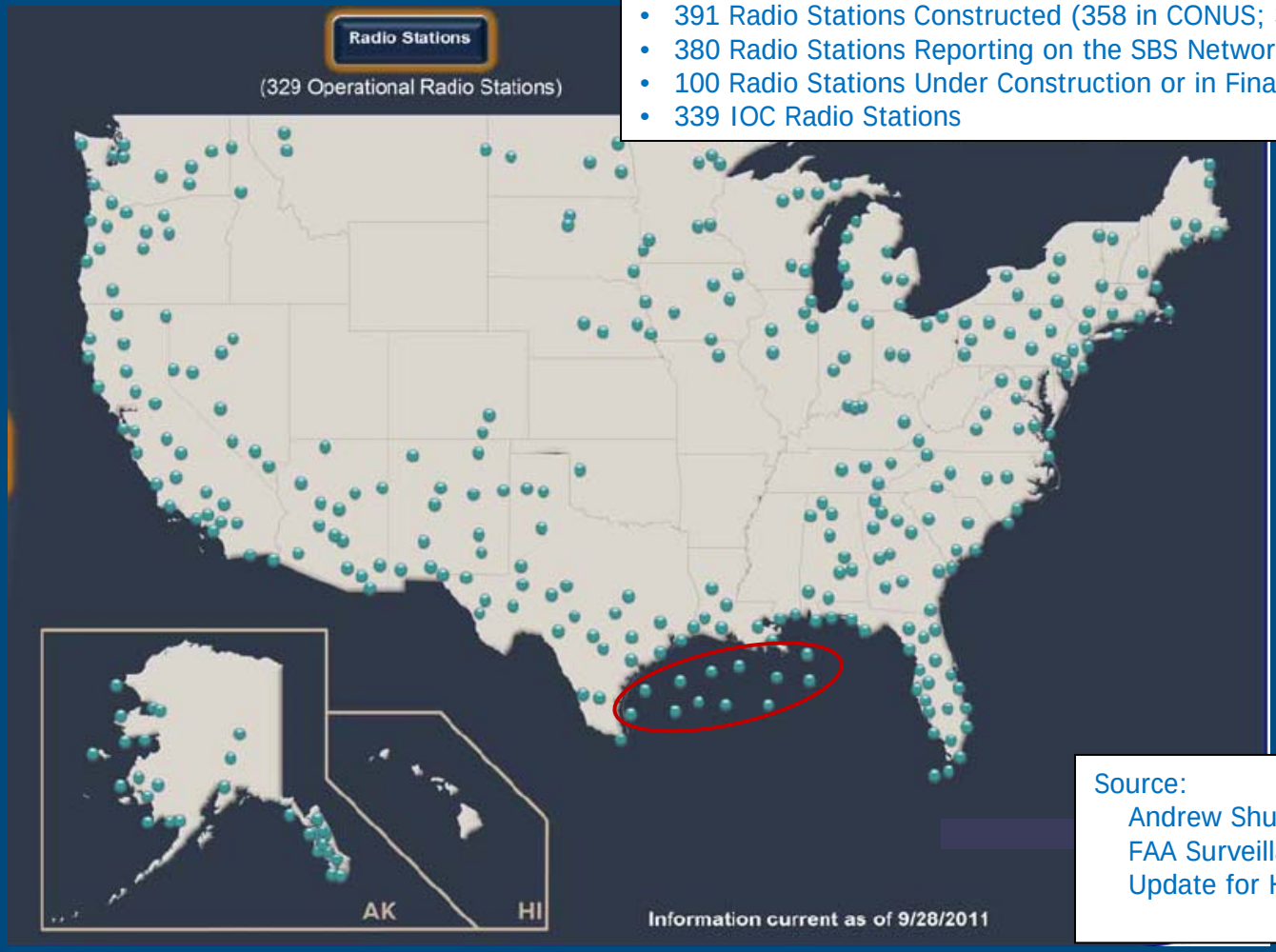
"For their part, the operators agreed to provide transport to and from the platforms, physical space, electricity and voice and data transmission devices to link the platforms to the FAA's Houston Air Route Traffic Control Center, a contribution totaling more than $100 million over the four years," says HAI president Matt Zuccaro. Operators most often connect to the mainland using satellite links.



Implementation Status
November 2011

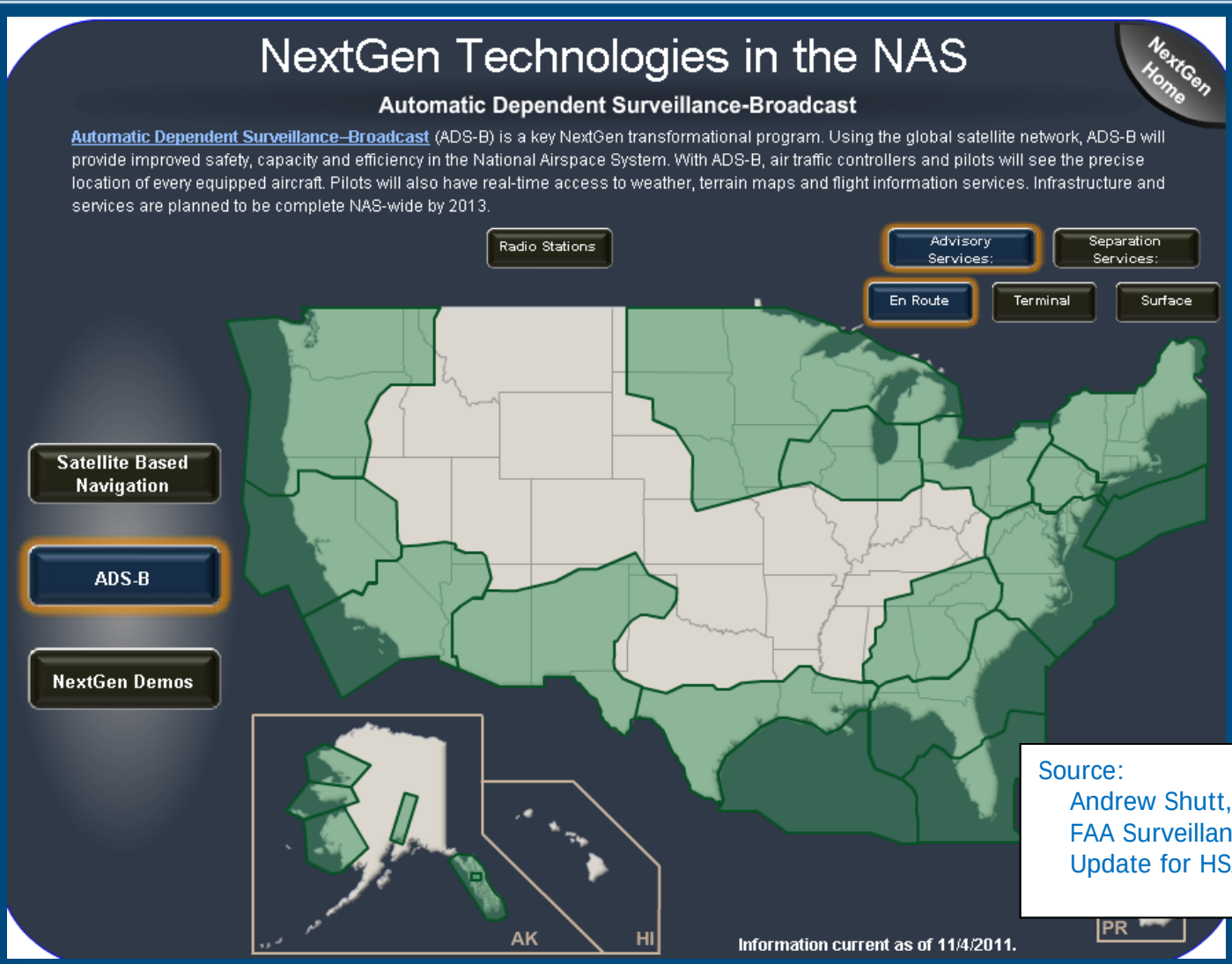
FAA Systems and Services

- Fiscal Year-End Plan for 2012 – 500 Radio Stations (467 in CONUS; 33 AK)
- 391 Radio Stations Constructed (358 in CONUS; 33 in Alaska)
- 380 Radio Stations Reporting on the SBS Network (347 in CONUS; 33 in AK)
- 100 Radio Stations Under Construction or in Final Design (100 in CONUS; 0 in AK)
- 339 IOC Radio Stations

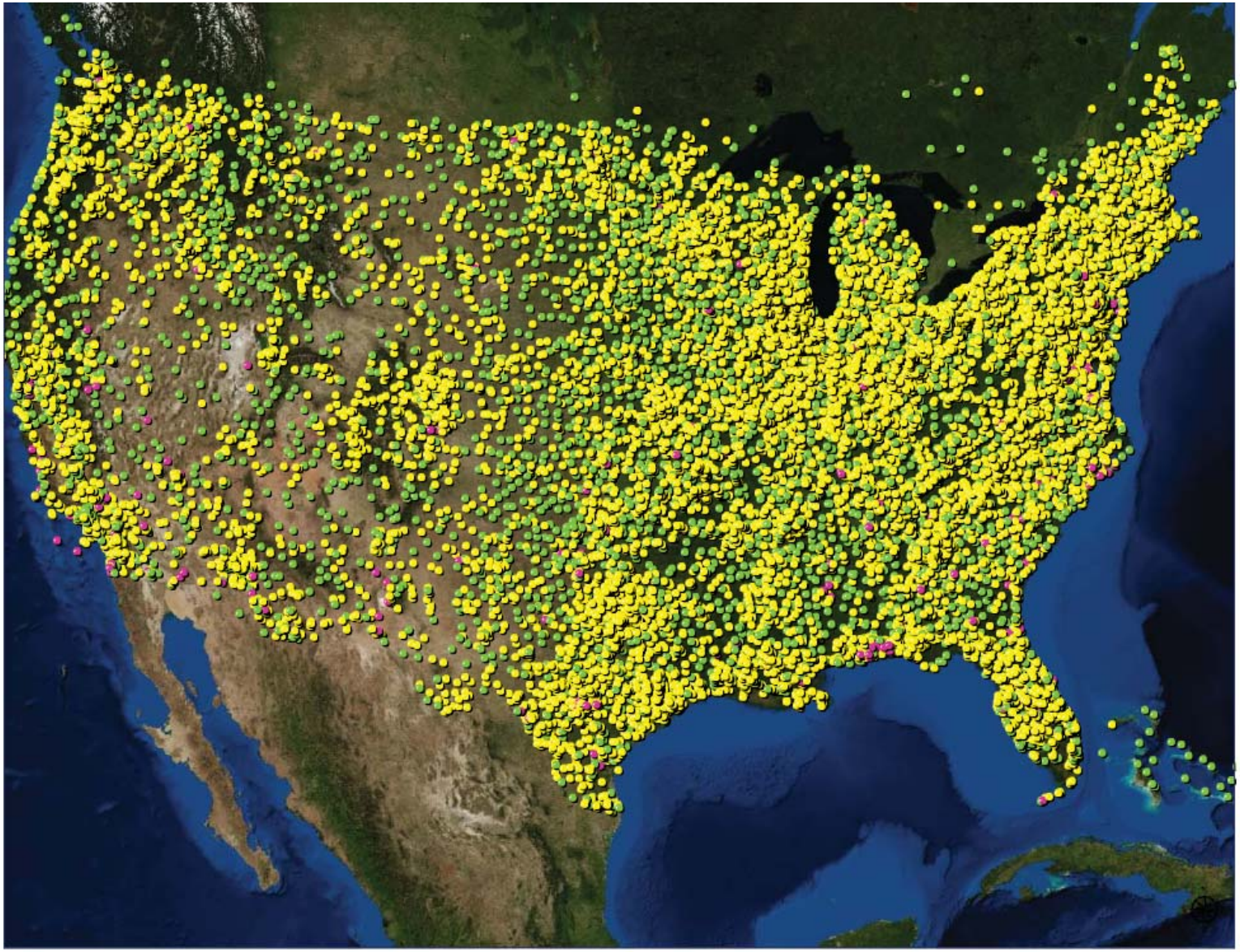


Source:
Andrew Shutt, Project Lead, Central US
FAA Surveillance and Broadcast Services
Update for HSAC, January, 2012

Broadcast Services Coverage Map



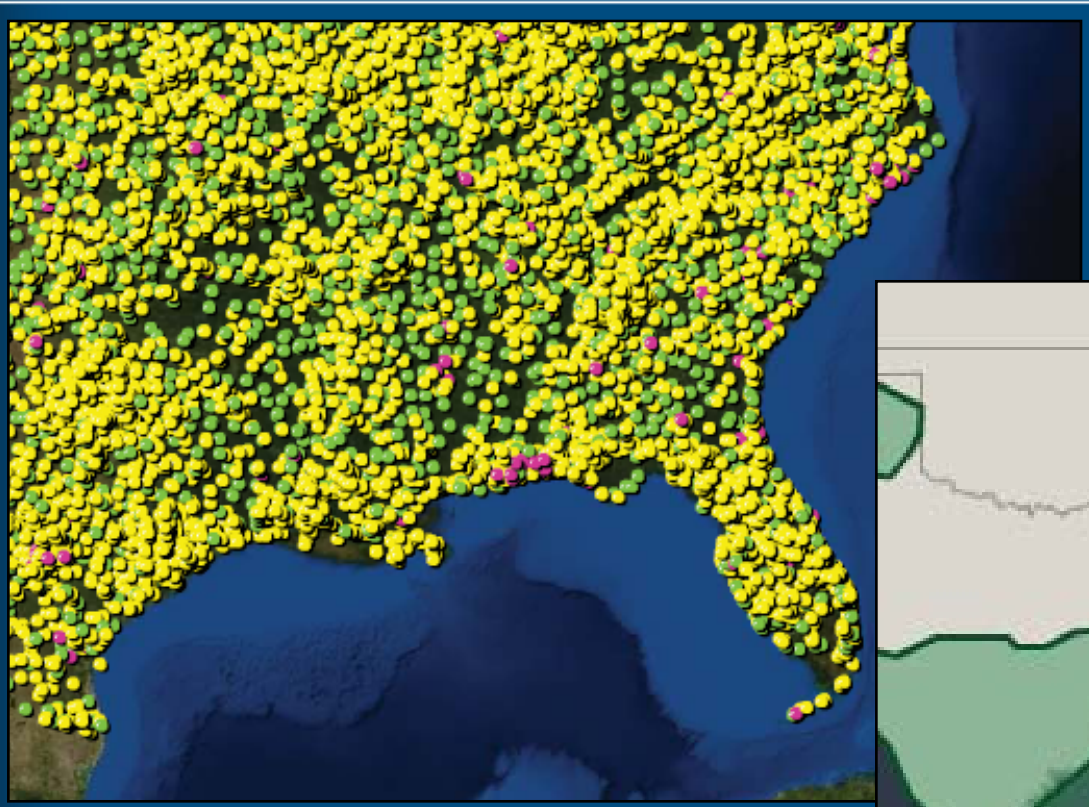
Source:
Andrew Shutt, Project Lead, Central US
FAA Surveillance and Broadcast Services
Update for HSAC, January, 2012



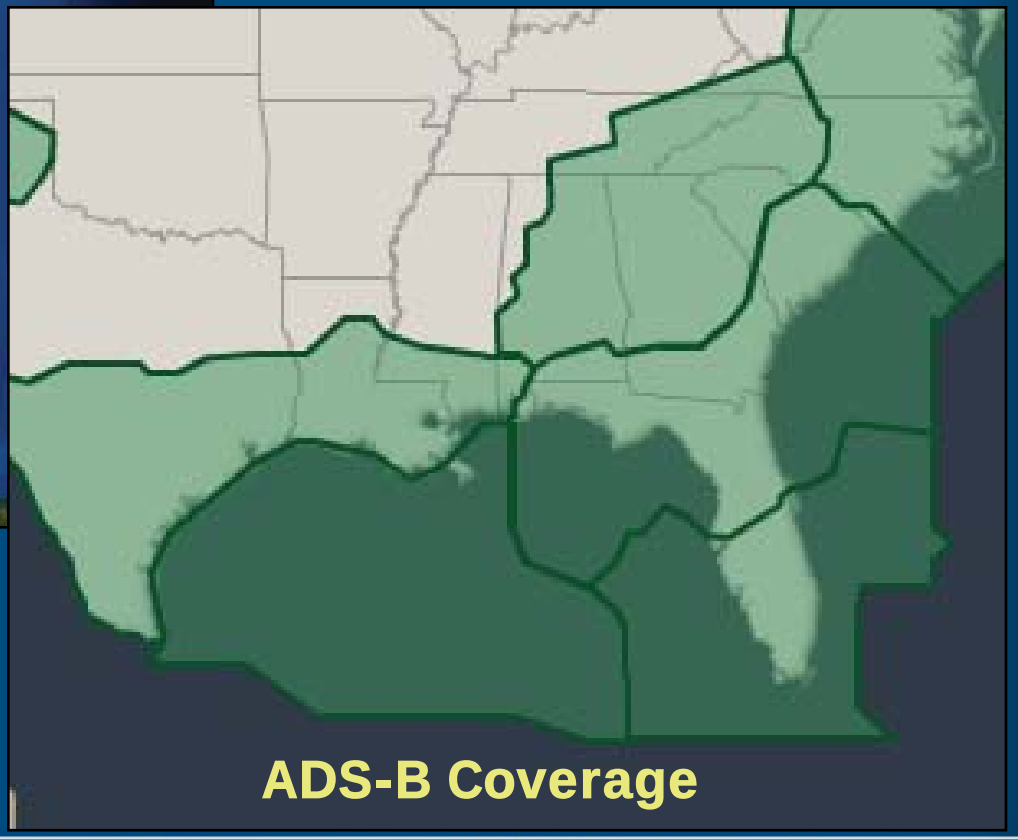
GCR & Associates, Inc.
TEL 504 304 2500 / 800 259 6192
FAX 504 304 2525
2021 Lakeshore Drive
New Orleans, LA 70122
UNO Research & Technology Park
Advanced Technology Center

Airport Ownership **18,995 Landing Facilities**

Miles
0 70 140 280 420 560



FAA Landing Facility Inventory



ADS-B Coverage

AirportIQ 5010 Airport Master Records and Reports

Find an Airport

Airport Name

Associated City: Lafayette

State or Territory: Louisiana

Location Identifier (Ex. DFW, JFK, LAX, etc.)

Facility Use: (All)

Search | Reset

(Note: Providing minimal criteria may broaden the scope of your search.)

Looking for Activity Reports?

AirportIQ Data Center

Blank Forms

5010-3 & Instructions
For a new PUBLIC-USE landing facility

5010-5 & Instructions
For a new PRIVATE-USE landing facility

7480-1 & Instructions
Notice of Landing Area Proposal

Data Source

The Airport data accessible via this site is a service provided by GCR & Associates, Inc. (GCR) and is structured in accordance with the Federal Aviation Administration's (FAA) Airport Master Record Forms (5010-1 & 5010-2). The data displayed is derived from the FAA's Aeronautical Information Services. The date of the data set matches the date of the most recent Airport Facilities Directory (AFD).

Contacts

For any questions or comments please contact Airport IQ 5010.
For the many services that GCR provides please visit GCR1.com.

Aeronautical Information Services
Room 626
800 Independences Ave., S.W.
Washington, D.C. 20591
Click to visit website

AirportIQ 5010 Airport Master Records and Reports

10 airports were found matching your search criteria.

New Search

Airport Name	Associated City	Loc ID	FAA Site#	Part 139	State	Print 5010
ACADIANA ONE OFFICE BLDG	LAFAYETTE	89LA	07589.07*H		LA	
FREEBIRD FIELD	LAFAYETTE	88LA	07589.1*U		LA	
HARGRODER	LAFAYETTE	28LS	07589.11*H		LA	
HEART HOSPITAL	LAFAYETTE	33LS	07589.12*H		LA	
LA HAYE CENTER	LAFAYETTE	4LA5	07589.03*H		LA	
LAFAYETTE GENERAL HOSPITAL	LAFAYETTE	76LA	07589.05*H		LA	
LAFAYETTE RGNL	LAFAYETTE	LFT	07589.*A	Y	LA	
LAFAYETTE TRAINING CENTER - CUSA	LAFAYETTE	36LA	07589.02*H		LA	
OUR LADY OF LOURDES RGNL MEDICAL CENTER	LAFAYETTE	48LS	07589.08*H		LA	
WOMENS'S AND CHILDREN'S HOSPITAL	LAFAYETTE	LS23	07589.09*H		LA	

AirportIQ 5010 Airport Master Records and Reports

gcr

Airport Name	ROBERT L SUGGS	Associated City	BOOTHVILLE
FAA Site	07440.*H	Location Identifier	LS08

Data Effective Date: 02/09/2012 *Provided By GCR & Associates, Inc.*

5010 Form | New Search

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

CBD to Airport(NM)	01 SW
County	PLAQUEMINES
REG/ADO	ASW LNM
SECT AERO CHT	NEW ORLEANS
Ownership	PRIVATE
Owner	PETROLEUM HELICOPTERS INC
Address	38963 HWY 23 BOOTHVILLE, LA 70038
Phone No	985-534-2631
Manager	PHI SUPERVISOR
Address	2001 SE EVANGELINE THRUWAY LAFAYETTE, LA 70508
Phone No	504-534-2631
Attendance Schedule	MONTHS DAYS HOURS UNATNDD
Airport Use	PRIVATE
Airport Latitude:	29-21-05.0000N ESTIMATED
Airport Longitude	089-26-14.0000W

Open larger map

AirportIQ 5010 Airport Master Records and Reports

Airport Name	ROBERT L SUGGS	Associated City	BOOTHVILLE
FAA Site	07440.*H	Location Identifier	LS08
Data Effective Date:	*02/09/2012*	*Provided By GCR & Associates, Inc.*	

5010 Form | New Search

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

CBD to Airport(NM)	01 SW
County	PLAQUEMINES
REG/ADO	ASW LNM
SECT AERO CHT	NEW ORLEANS
Ownership	PRIVATE
Owner	PETROLEUM HELICOPTERS INC
Address	38963 HWY 23 BOOTHVILLE, LA 70038
Phone No	985-534-2631
Manager	PHI SUPERVISOR
Address	2001 SE EVANGELINE THRUWAY LAFAYETTE, LA 70508
Phone No	504-534-2631
Attendance Schedule	MONTHS DAYS HOURS UNATNDD
Airport Use	PRIVATE
Airport Latitude:	29-21-05.0000N ESTIMATED
Airport Longitude	089-26-14.0000W
Airport Elevation:	2 ESTIMATED
Acreage	0
Right Traffic	
Non-Commercial Landing Fee	NO
NPIAS/Federal Agreement	
FAR 139 Index	
Last Inspection Date	

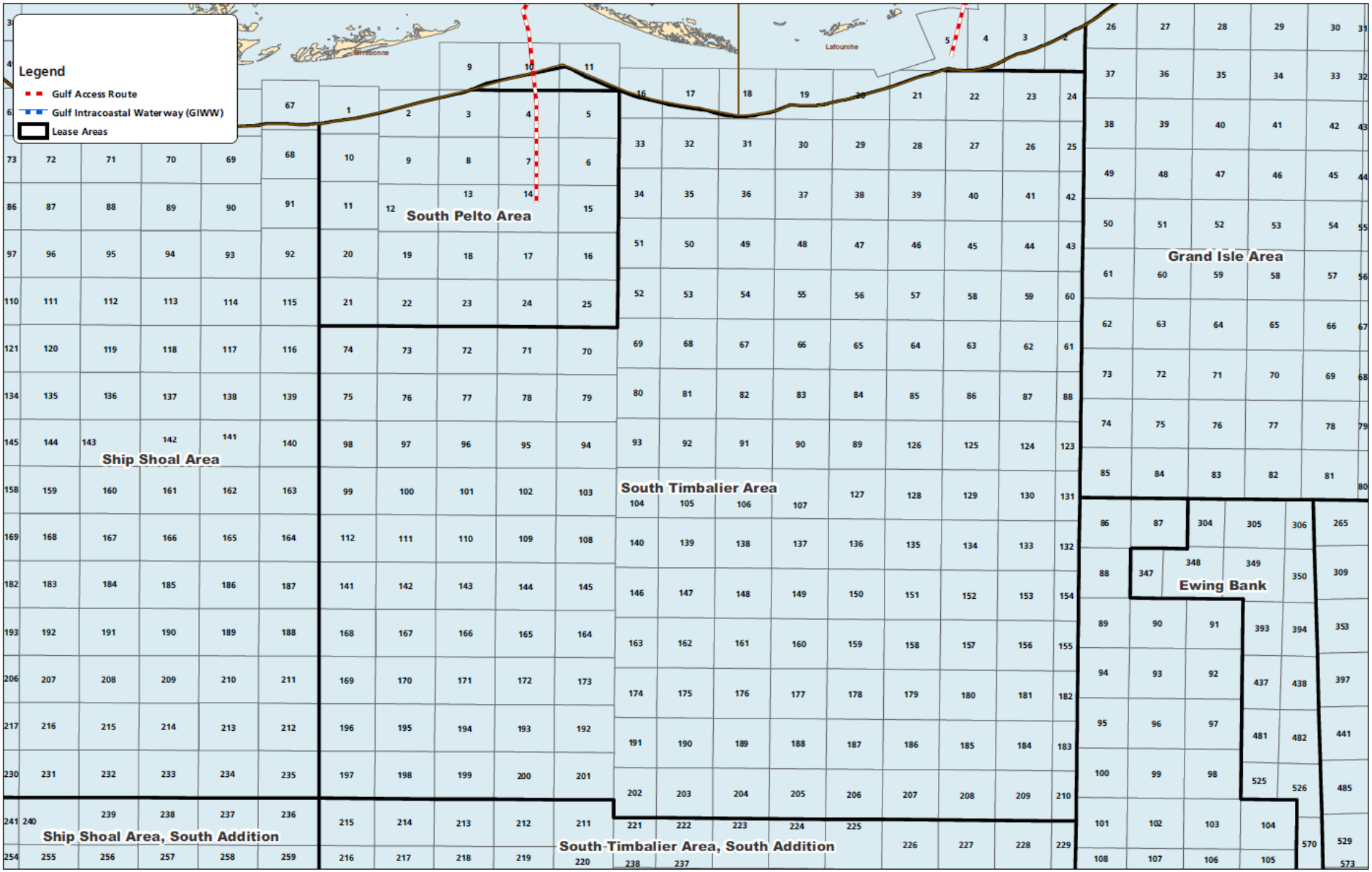
Open larger map

Comparison of BOEMRE Data for Structures in the Gulf of Mexico to FAA Form 5010-2 for Helipads

Number of Items	Form 5010 Item No.	Number of fields per Action Item	Item Name	Sample Data	Comparable Data in BOEMRE	Sample Data	Recommendation for GOM Helipad Data
1		1	LOC ID:	3LS3	N		FAA can assign a LOC ID and link to the Unique ID used by BOEMRE
2		2	FAA SITE NR:	07671.16*H	N		This number will be assigned by FAA
3	1	1	ASSOC CITY:	New Orleans			Questionable relevance in GOM
4	2	3	AIRPORT NAME:	Jefferson Parish Sheriff's Office	Y		A combination of the Owner's name and the unique BOEMRE ID number could serve as the Airport Name.
5	3	1	CBD TO AIRPORT:	3S	Y	50	For helipads in GOM this number is Distance (Miles) to shore.
6	4	4	STATE:	LA	N	GM	This field could be populated by a two letter designator for the Gulf of Mexico - "GM"
7	5	5	COUNTY:	Jefferson LA	Y	Chandeleur Area GOM	A "County" is equivalent to a "Area Codes" in the GOM
8	6	6	REGION/ADO:	ASW/LNM	N		Based on the location of the helipads, it seems appropriate to have all of the helipads in GOM under ASW
9	7	2	SECT AERO CHT:	New Orleans			Questionable relevance in GOM
				GENERAL			
10	10	7	OWNERSHIP:	Private	Y	Private	Inherent in Program
11	11	2	OWNER:	Jefferson Parish Sheriff's Office	Y	Jefferson Parish Sheriff's Office	SORT_NAME
	12		ADDRESS:				
12		1	STREET:	1233 West Bank Exp	N		Obtain Contact Information from Owner
13		2	CITY/STATE/ZIP	Harvey, LA 70058	N		Obtain Contact Information from Owner
14	13	3	PHONE NR:	504-363-5500	N		Obtain Contact Information from Owner
15	14	4	MANAGER:	Jefferson Parish Sheriff	N		Obtain Contact Information from Owner
	15		ADDRESS:				
16		5	STREET:	1233 West Bank Exp	N		Obtain Contact Information from Owner
17		6	CITY/STATE/ZIP	Harvey, LA 70058	N		Obtain Contact Information from Owner
18	16	7	PHONE NR:	504-363-5500	N		Obtain Contact Information from Owner
19	17	8	ATTENDANCE SCHEDULE:	IREG	N		Inherent in Program
20	18	9	AIRPORT USE:	Private	Y	Private	Inherent in Program
21	19	3	ARPT LAT:	29-54-10.000N Estimated	Y	29.31546864	LATITUDE
22	20	4	ARPT LONG:	090-04-10.0000W	Y	-90.06156543	LONGITUDE
23	21	8	ARPT ELEV:	10 Estimated	N		Estimated as constant for helipads in GOM unless revised by Owner.
24	22	10	ACREAGE:	1	N		Established as a constant for Helipad program in GOM
				RUNWAY DATA			
25	30	11	RUNWAY IDENT:	H1	N		Inherent in Program
26	31	5	LENGTH:	35	Y	27	HLDCK_LENGTH
27	32	6	WIDTH:	35	Y	27	HLDCK_WIDTH
28	33	9	SURF TYPE-COND:	CONC	N		Obtain Contact Information from Owner
				SERVICES			
29	70	10	FUEL:				Obtain information from Owner
				FACILITIES			
30	80	3	ARPT BCN:				Questionable relevance in GOM
31	81	11	ARPT LGT SKED:	DUSK-DAWN	N		Obtain information from Owner
32	82	12	UNICOM:	123.05	N		Obtain information from Owner
33	83	13	WIND INDICATOR:	Yes-L	N		Obtain information from Owner
34	86	4	FSS:	DeRidder			Questionable relevance in GOM
35	88	5	FSS PHONE NR:				Questionable relevance in GOM
36	89	6	TOLL FREE NR:	1-800-WX-BRIEF			Questionable relevance in GOM

Legend:

6	Items currently found in the BOEMRE data for structures located in the Gulf of Mexico
11	Items that can be developed from the data provided by BOEMRE or established as "inherent" for helipads located in the Gulf of Mexico
13	Items where data can be collected from the owner
6	Items that are atypical for helipads operating in the Gulf of Mexico or do not fit the geography of the gulf versus continental U.S.
36	**Total number of fields in the FAA Form 5010-2 typically populated for a helipac**


Legend
Gulf Access Route
Gulf Intracoastal Waterway (GIWW)
Lease Areas
South Pelto Area
Grand Isle Area
Ship Shoal Area
South Timbalier Area
Ewing Bank
Ship Shoal Area, South Addition
South Timbalier Area, South Addition

AirportIQ™ 5010 Airport Master Records and Reports

gcr

Find an Airport

Airport Name

Associated City

State or Territory (All)

Location Identifier GAO (Ex. DFW, JFK, LAX, etc.)

Facility Use (All)

Search Reset

(Note: Providing minimal criteria may broaden the scope of your search.)

Looking for Activity Reports?

AirportIQ™ Data Center

Blank Forms

5010-3 & Instructions
For a new PUBLIC-USE landing facility

5010-5 & Instructions
For a new PRIVATE-USE landing facility

7480-1 & Instructions
Notice of Landing Area Proposal

Data Source

The Airport data accessible via this site is a service provided by GCR & Associates, Inc. (GCR) and is structured in accordance with the Federal Aviation Administration's (FAA) Airport Master Record Forms (5010-1 & 5010-2). The data displayed is derived from the FAA's Aeronautical Information Services. The date of the data set matches the date of the most recent Airport Facilities Directory (AFD).

Contacts

gcr

For any questions or comments please contact Airport IQ 5010.
For the many services that GCR provides please visit GCR1.com.

Aeronautical Information Services
Room 626
800 Independences Ave., S.W.
Washington, D.C. 20591
Click to visit website

AirportIQ 5010 Airport Master Records and Reports

Airport Name	SOUTH LAFOURCHE LEONARD MILLER JR	Associated City	GALLIANO
FAA Site	07522.71*A	Location Identifier	GAO
NPIAS Number	22-0067	Hub Type	
Service Level	General Aviation		

Data Effective Date: 02/09/2012 — *Provided By GCR & Associates, Inc.*

5010 Form | New Search

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

CBD to Airport(NM)	01 E
County	LAFOURCHE
REG/ADO	ASW LNM
SECT AERO CHT	NEW ORLEANS
Ownership	PUBLIC
Owner	GREATER LAFOURCHE PORT COMMISSION
Address	PO DRAWER 490 GALLIANO, LA 70354
Phone No	985-632-6701
Manager	JOE WHEELER
Address	PO DRAWER 490 GALLIANO, LA 70354
Phone No	985-632-1118
Attendance Schedule	MONTHS: ALL; DAYS: ALL; HOURS: ALL
Airport Use	PUBLIC
Airport Latitude:	29-26-27.9800N ESTIMATED
Airport Longitude	090-15-40.0350W
Airport Elevation:	1 SURVEYED
Acreage	390
Right Traffic	
Non-Commercial Landing Fee	NO
NPIAS/Federal Agreement	NGY
FAR 139 Index	
Last Inspection Date	05/04/2011

Open larger map

AirportIQ 5010 Airport Master Records and Reports

gcr

Airport Name	SOUTH LAFOURCHE LEONARD MILLER JR	Associated City	GALLIANO
FAA Site	07522.71*A	Location Identifier	GAO
NPIAS Number	22-0067	Hub Type	
Service Level	General Aviation		

5010 Form | New Search

Data Effective Date: 02/09/2012 — *Provided By GCR & Associates, Inc.*

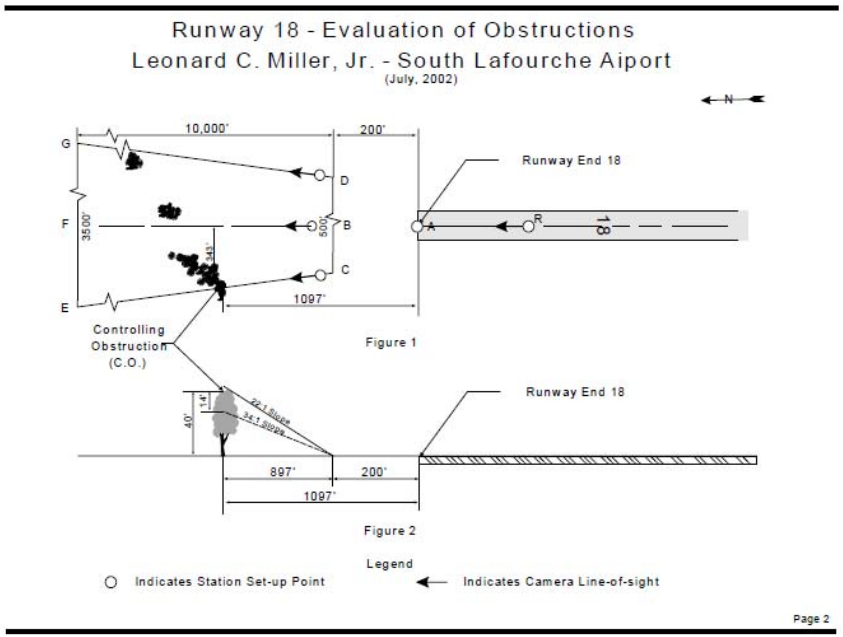
General Information | Services & Facilities | Based Aircraft & Operations | Runway Information | Remarks

18/36 — H1

Data

C/C

Print This Screen | Close This Window



Runway End 18

Latitude	29-27-00.1630N
Longitude	090-15-39.6509W
Elevation	0.8 FT. (MSL)

Runway End 36

Latitude	29-25-55.7974N
Longitude	090-15-40.4041W
Elevation	-0.9 FT. (MSL)

Report | Add'l Info | Sketch | Monument

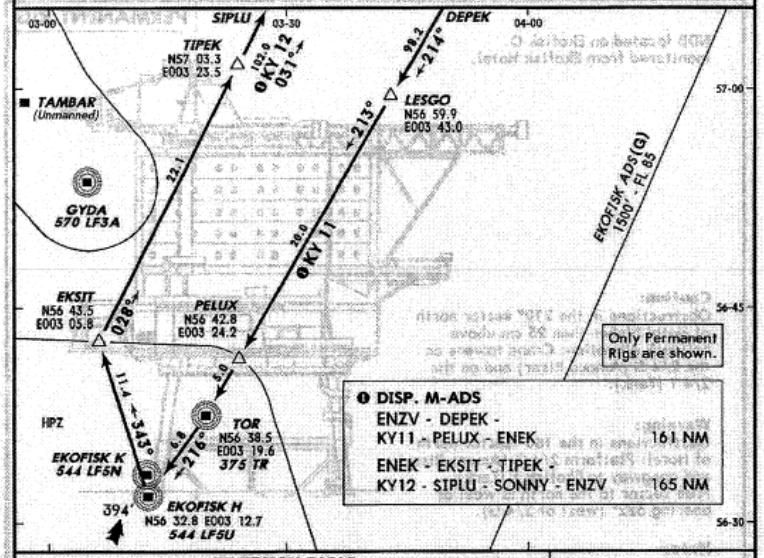
Report | Add'l Info | Sketch | Monument

JEPPESEN (CHC) 24 NOV 06 (15-1A) ENEK

EKOFISK HOTEL, NOR.

STANDARD ROUTING

ENZV - DEPEK - PELUX - ENEK	161 NM
ENEK - EKSIT - SIPLU - SONNY - ENZV	165 NM
	326 NM



❶ DISP. M-ADS

ENZV - DEPEK - KY11 - PELUX - ENEK	161 NM
ENEK - EKSIT - TIPEK - KY12 - SIPLU - SONNY - ENZV	165 NM

DIVERSION TABLE

CODE	AIRPORT	POSITION	BRG MAG.	DIST NM
ENBR	Bergen	N60 17.6 E005 13.1	017°	233
ENSO	Stord	N59 47.6 E005 20.4	020°	206
ENHD	Haugesund	N59 20.6 E005 12.8	022°	138
ENZV	Stavanger	N58 52.6 E005 38.3	030°	160
ENLI	Farsund	N58 06.0 E006 37.5	050°	147
ENCN	Kristiansand	N58 12.2 E008 05.1	058°	186
ENTO	Sandefjord	N59 11.2 E010 15.5	054°	275
ENGM	Oslo	N60 12.2 E011 05.0	047°	331
EGPB	Sumburgh	N59 52.7 W001 17.7	330°	242
EGPC	Wick	N58 27.5 W003 05.6	304°	233
EGPD	Aberdeen	N57 12.1 W002 11.9	287°	182
EGPH	Edinburgh	N55 57.0 W003 22.4	266°	222
EGNT	Newcastle	N55 02.3 W001 41.5	245°	189
EGNV	Durham Tees Valley	N54 30.6 W001 25.8	236°	199
EGNJ	Humberside	N53 34.5 W000 21.1	218°	216
EGSH	Norwich	N52 40.6 E001 17.0	199°	242
EKYT	Aalborg	N57 05.6 E009 51.0	081°	220
EKTS	Thisted	N57 04.1 E008 42.3	080°	183
EKEB	Esbjerg	N55 31.6 E008 33.2	109°	189
EDDW	Bremen	N53 02.8 E008 47.2	137°	285
EDWE	Emden	N53 23.5 E007 13.5	144°	234
EDDH	Hamburg	N53 37.8 E009 59.3	126°	291
ETNJ	Jever	N53 32.0 E007 53.3	138°	242
EDXW	Westerland/Sylt	N54 54.7 E008 20.5	119°	199
EHGG	Groningen	N53 07.5 E006 35.0	151°	236

CHANGES: Editorial.

JEPPESEN (CHC) 24 NOV 06 (15-1) ENEK

EKOFISK HOTEL, NORWAY

EKOFISK HOTEL	118.050
EKOFISK INFO	130.550
EKOFISK ATIS	127.200
EKOFISK VOLMET	118.975
STAVANGER CONTROL	128.000

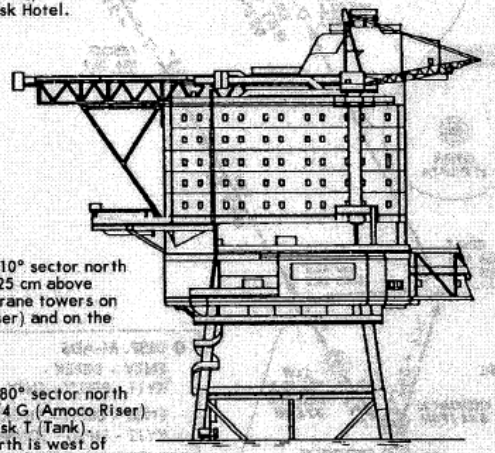
Var: 2°W NDB 544 LF5U

N56 32.8 E003 12.7

Max rig height: 275' Highest permanent obstacle within 5 NM: TOP OF 2/4J 550'

PERMANENT RIG

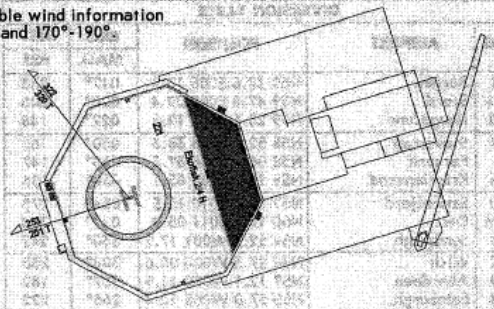
NDB located on Ekofisk Q, monitored from Ekofisk Hotel.



Caution:
Obstructions in the 210° sector north of Hotel higher than 25 cm above helideck elevation: Crane towers on the 2/4 G (Amoco Riser) and on the 2/4 T (Tank).

Warning:
Obstructions in the 180° sector north of Hotel: Platform 2/4 G (Amoco Riser) and gangway to Ekofisk T (Tank). Free sector to the north is west of bearing 322° (west of 2/4 G).

Note:
Be aware of unreliable wind information in sector 350°-010° and 170°-190°.



Type of Rig : QUARTERS PLATFORM Operator : CONOCOPHILLIPS NORGE

HELIDECK			SERVICE	
Elevation	:	177'	Fuelling System	: YES
D-value	:	25 METER	Starting Equipment	: YES
Max Weight	:	48500 LBS/22045 KG	Cargo Handling	: YES
Lighting	:	STANDARD		
Markings	:	STANDARD		

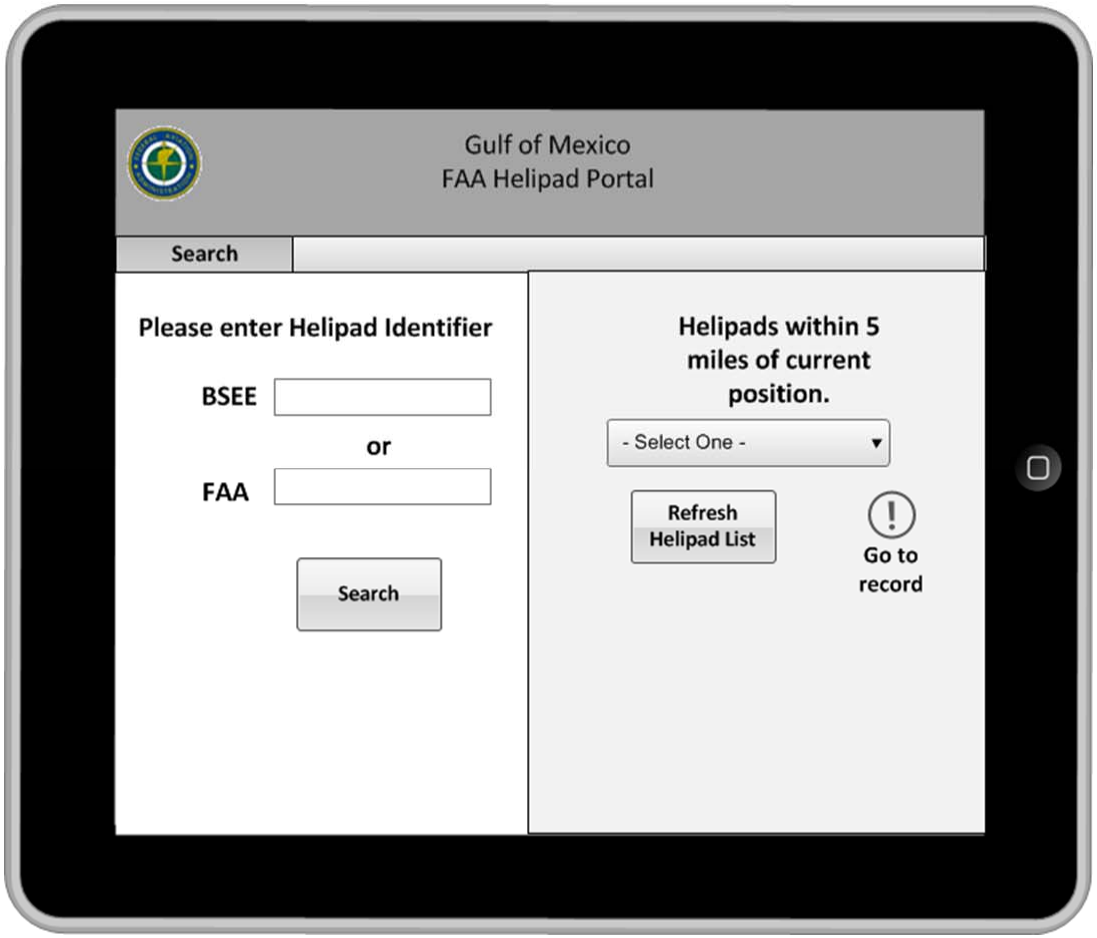
CHANGES: Warning note; top view.

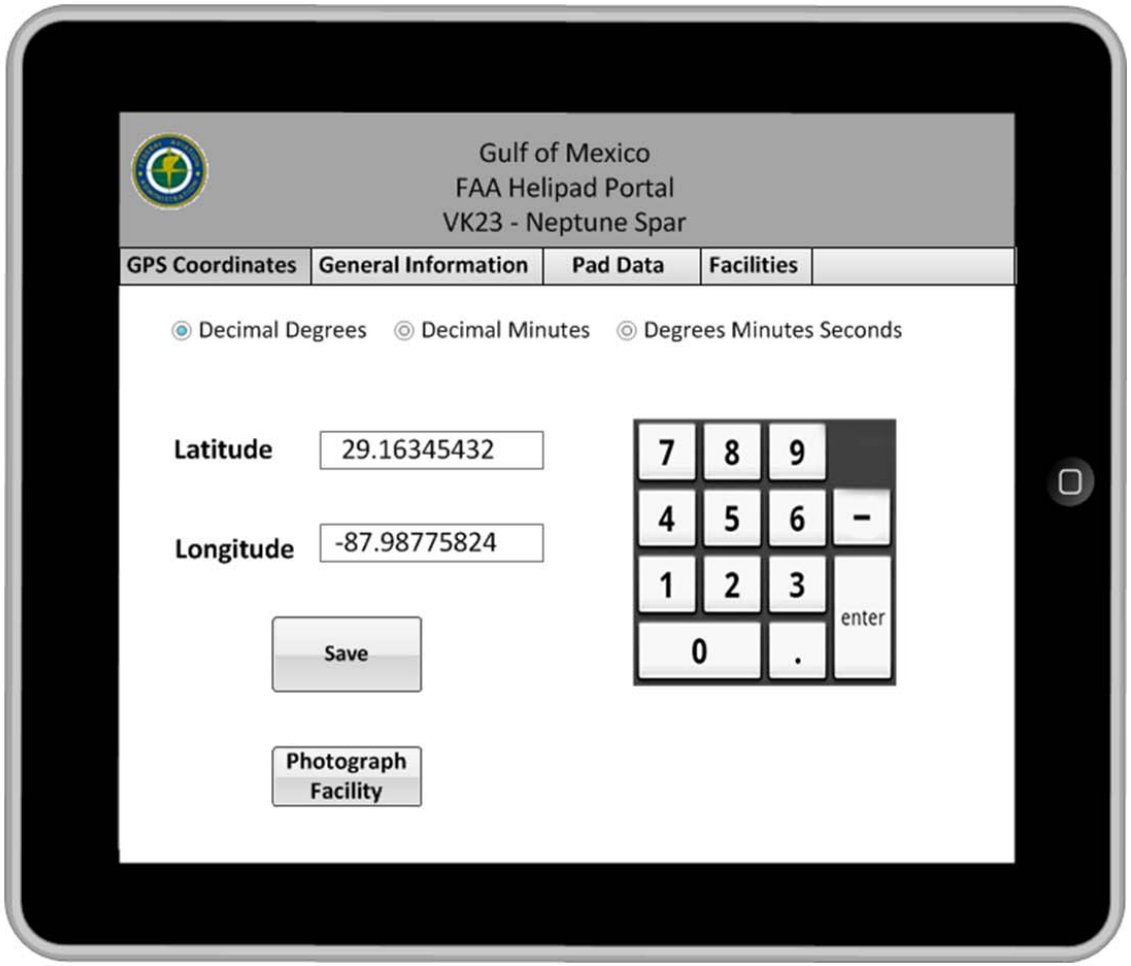
FAA Airport Master Record
Gulf of Mexico Initiative

Objectives:

- Include GOM helipads in NFDC database
- Gain support of industry
- Establish list of authorized users for input of data
- Establish standard procedures for validation of data (location, loading capacity, Ownership, etc.)


Gulf of Mexico
FAA Helipad Portal
Username
Password
Login


Gulf of Mexico
FAA Helipad Portal
Search
Please enter Helipad Identifier
BSEE
or
FAA
Search
Helipads within 5 miles of current position.
- Select One -
Refresh Helipad List
Go to record

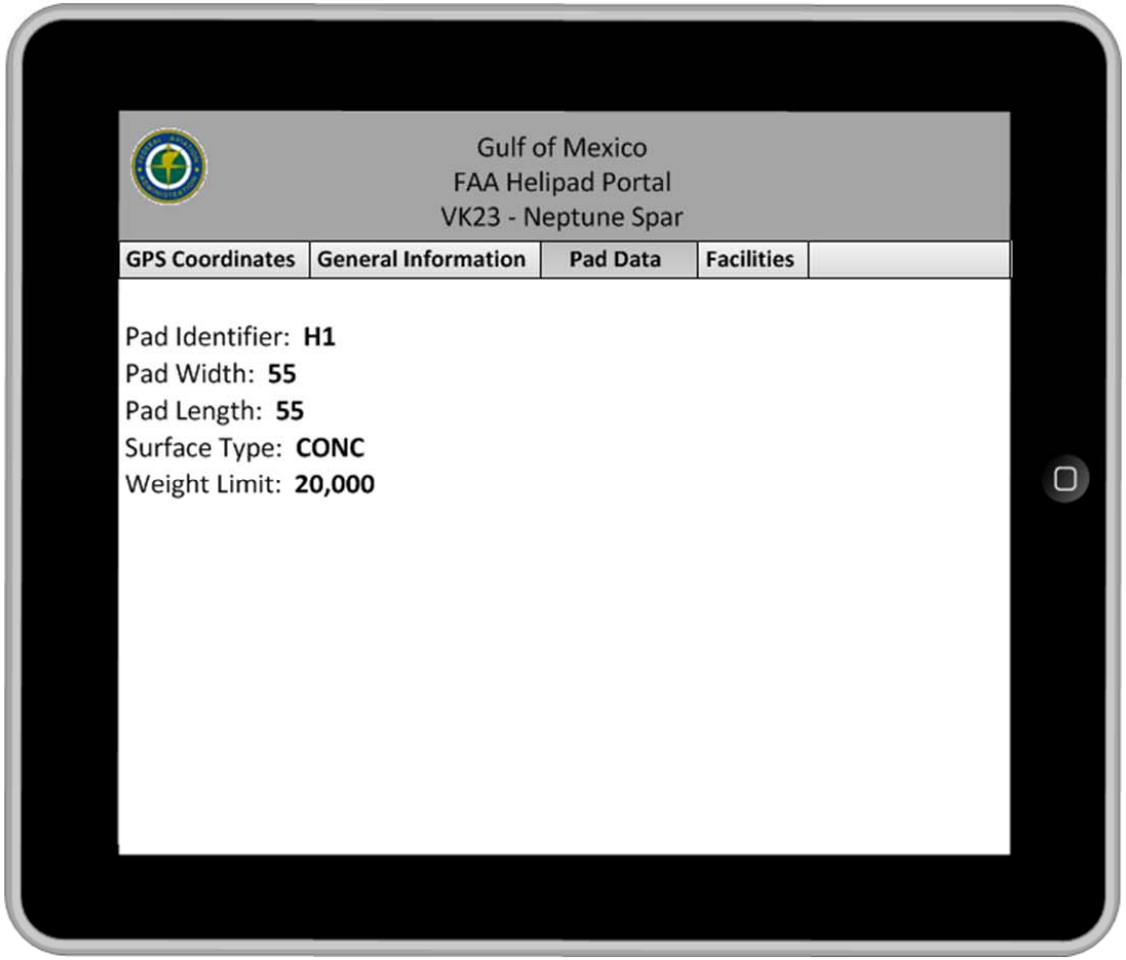

Gulf of Mexico
FAA Helipad Portal
VK23 - Neptune Spar
GPS Coordinates
General Information
Pad Data
Facilities
Decimal Degrees
Decimal Minutes
Degrees Minutes Seconds
Latitude
29.16345432
Longitude
-87.98775824
Save
Photograph Facility
7
8
9
4
5
6
-
1
2
3
enter
0
.

Gulf of Mexico
FAA Helipad Portal
VK23 - Neptune Spar

GPS Coordinates | General Information | Pad Data | Facilities

Location ID: **VK23**
Site Number: **99999.99*H**
Helipad Name: **Neptune Spar**
Region: **Viosca Knoll**
Section: **826**
Distance to Shore: **81**
Ownership: **Private**
Owner: **Kerr-McGee**
Address: **1201 Lake Robbins Drive**
The Woodlands, TX 77380
Phone Number: **1-832-636-1000**

Latitude: **29.16345432**
Longitude: **-87.98775824**
Elevation: **150 Estimated**


Gulf of Mexico
FAA Helipad Portal
VK23 - Neptune Spar
GPS Coordinates
General Information
Pad Data
Facilities
Pad Identifier: H1
Pad Width: 55
Pad Length: 55
Surface Type: CONC
Weight Limit: 20,000

FAA Airport Master Record Program

Attachment #15

Surveillance and Broadcast Services

SBS Program Update

Federal Aviation Administration

Presented to: HSAC

By: Glenn Meier, Project Lead, Central US

Date: May 24, 2012

Service Delivery Points for ATC Separation Services									
	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	Operational
En Route	2	0	4	15	3	0	0	0	2 of 24
Terminal	2	1	1 of 16	45	52	43	0	0	4 of 159
Surface (Advisory)	2	0	3 of 14	15	5	1	5	2	5 of 44

Rule-Driven ADS-B Out Avionics Equipage 121

ATC Spacing Services

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

2011 - 2012 GIM-S Develop → 2013 GIM-S Deploy → 2013 - 2014 GIM-S Test → 2014 GIM-S IOC → 2020 Avionics Equipage

2011 - 2015

Flight Deck Based Interval Mgmt– Spacing (FIM-S)

In Trail Procedures (ITP)

Traffic Situation Awareness with Alerts (TSAA)

Pilot Applications

Pilot Advisory Services								
	FY08	FY09	FY10	FY11	FY12	FY13	FY14	Actual / Planned
Radio Station Installations	11	43	211	101	60 of 134	184	46	426 of 730
Operational Radio Stations	385							

TIS-B
FIS-B
ADS-R

ADS-B In Avionics Equipage 700

In Process | Complete

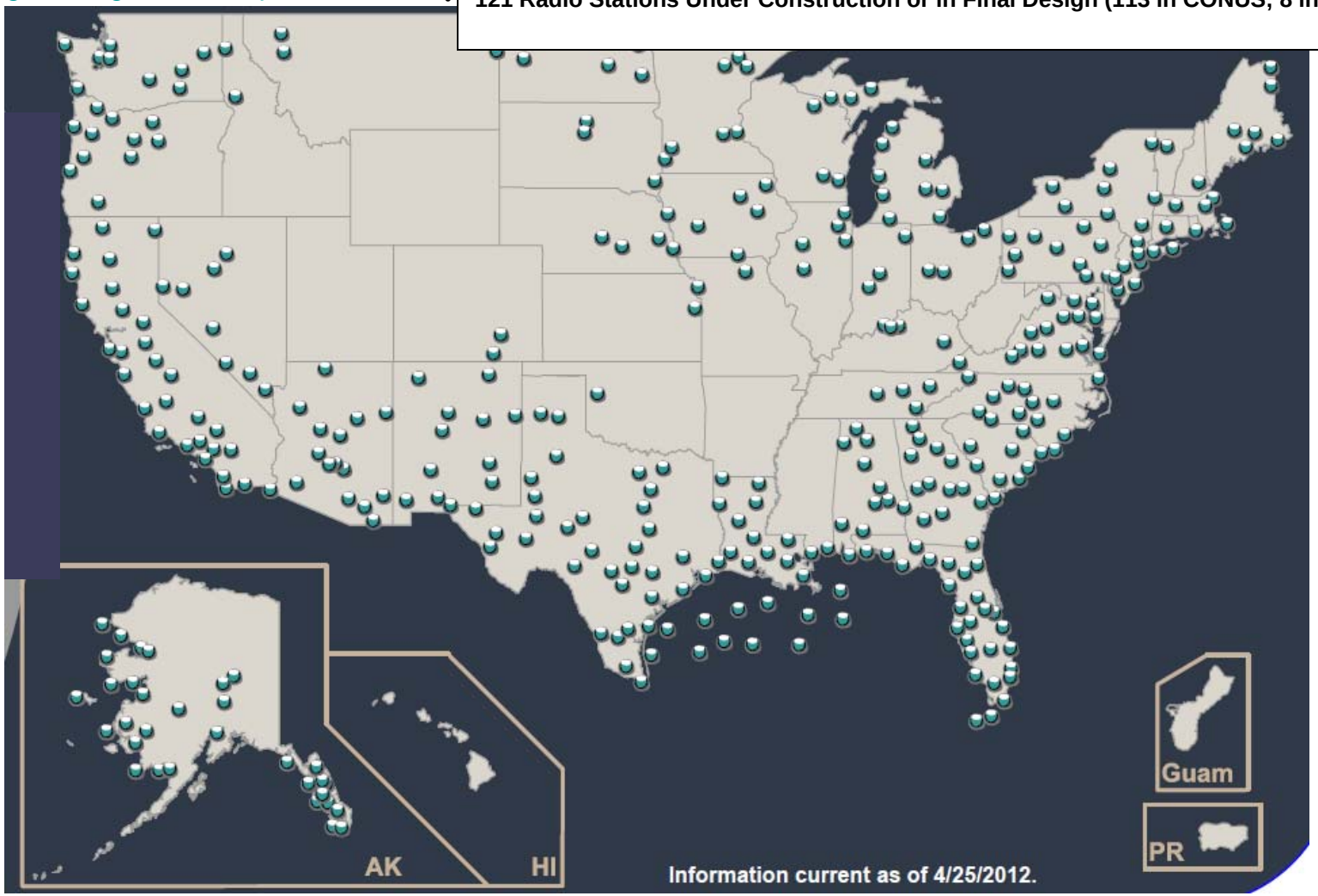
As of 4-30-2012

Implementation Status

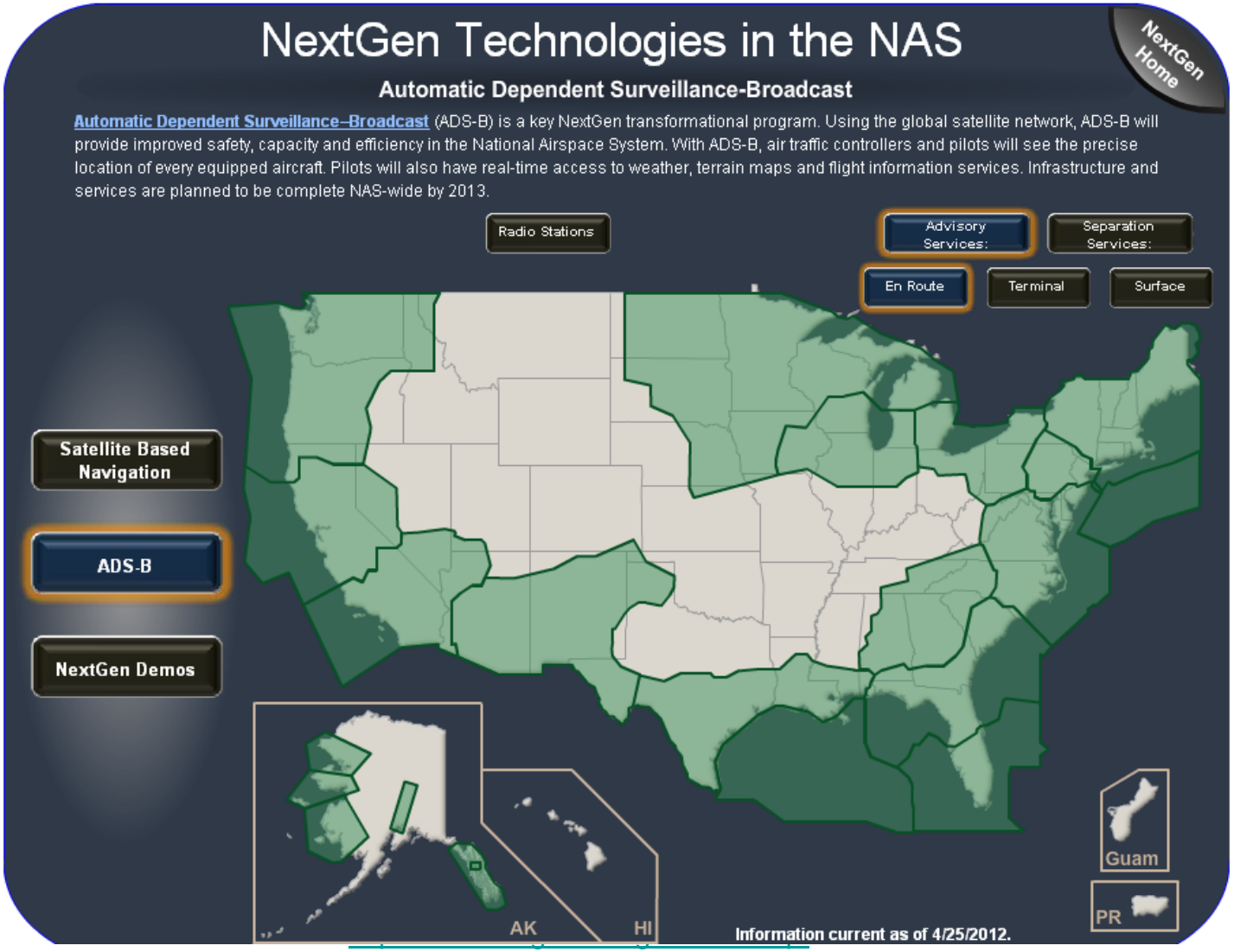
April 2012

http://www.faa.gov/nextgen/flashmap/

- Fiscal Year-End Plan for 2012 – 500 Radio Stations (467 in CONUS; 33 AK)
- 429 Radio Stations Constructed (396 in CONUS; 33 in Alaska)
- 426 Radio Stations Reporting on the SBS Network (393 in CONUS; 33 in AK)
- 121 Radio Stations Under Construction or in Final Design (113 in CONUS; 8 in AK)



Broadcast Services Coverage Map



Separation Services: Central Service Area Key Site

- **Gulf of Mexico Service Delivery Point: Houston ARTCC Automation: ERAM upgraded in April**
- **Installations completed:**
  - VHF Communications: 9
  - √ **ADS-B: 21**
  - √ **AWOS: 35**
- **Installations remaining (provides further coverage south & redundancy):**
  - VHF – Communications – 1
    - **(Boxer) New Projected Completion Date—October**
      - Shell decided to refurbish platform in 2012—will require removal /relocation of some FAA equipment --FAA building not affected
        - » All site prep/construction work stopped on 12/6/11; Shell began refurbishment in Jan
        - » FAA will completed equipment enclosure build-out saving 2-3 weeks at end of schedule

Gulf of Mexico Helicopter Upgrades

Total of 45 IFR capable aircraft (34%) equipped under DO-260A for Gulf of Mexico

- **Rockwell-Collins**
  - Upgrades S76/S92 helicopters--will benefit other operators in GoM and many fixed wing aircraft
  - Approval of TSO, STC and upgrade of S76/S92 aircraft equipped with TDR-94D Mode S Transponder to comply with FAA's Final Airspace Rule for ADS-B 'Out'
  - Meets RTCA/DO-260B standards
  - Planned completion date - January 2013
- **AW139 Upgrade**
  - SBS Program Office and AIR-130 cleared way for AgustaWestland to implement UAT in AW139—addressed air/ground determination and dual Mode 3/A code entry
  - STC under development using FreeFlight Systems RANGR-T avionics
  - The RANGR-T meets DO-282B standards and is TSO certified

- **Solutions for these types could benefit 64% aircraft**

AWOS Wind Sensors Status

- **FAA committed to improving wind sensor reliability at locations with permanent wind NOTAMs: CRH, EIR, EMK, GBK, GRY, GUL, IPN, MIS, MIU, MYT, MZG, OPM, SPR, STZ, VAF, VOA**
- **Solutions under consideration include:**
  - Relocating wind sensors at 8 platforms
  - Developing software modification to report variable winds for 8 facilities
- **We identified the course of action for each wind sensor and completed the coordination necessary with ITT and AWI**
- **Working with AWI to develop software modification**
  - Currently undergoing factory testing
- **Provided Waiver for External GPS**
  - Enhance reliable dissemination of time and METARs

Other Activities Under Consideration to Improve AWOS Service

- **Relocate GPS antenna to enhance reliable dissemination of time and METARs**
- **Insert voice and text broadcasts of permanent wind NOTAMs**
- **Shorten VHF cable runs to improve power output at antenna**
- **Directed ITT to make these changes**
  - May require additional site visits in coming months

Other Updates

- **Relocate wind sensor at MC 474 (IKT AWOS)**
  - Scheduled for March, weather permitting
  - Commission site, remove test message
- **Relocate BQX AWOS from BA 451A to BA538**
  - Site Survey Complete
  - FAA working with Transcontinental complete agreement/plan
  - Available in 2012
- **South Timbalier 301 AWOS (STZ) will need to be moved**
  - Looking at sites with space and longevity
  - Expect selection this summer

Glenn Meier

Project Lead CSA,
Surveillance & Broadcast Services

(W) 202-385-8673
(C) 301-706-3479
Glenn.Meier@faa.gov

www.adsb.gov