

Meeting Title: FAA-Industry Gulf of Mexico (GOM) Agreement Implementation Committee Meeting

Date/Time: May 18, 2022/1530 CST

Location: Zoom Hybrid with ** appearing at HSAC in person, Lafayette, LA

Meeting Attendees		
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Background and Purpose of Agreement Implementation Committee:

- The Agreement Implementation Committee (AIC) is a product of the 2006 FAA-Industry Gulf of Mexico Memorandum of Agreement and subsequently endorsed by the 2021 FAA-Industry Memorandum of Understanding for aviation safety in the Gulf of Mexico
- The purpose of the AIC is to foster cooperation, commitment, accountability, and trust to improve and sustain quality Air Traffic Services in the Gulf
- The AIC assists the FAA in strategic planning by providing feedback / recommendations
- The AIC is used to assess the coverage of installed FAA equipment and whether additional areas should be addressed

Item	Agenda Item Description
Regular Business	
1.	FAA Infrastructure Status
2.	AWOS/ADS-B/VHF Comm Coverage
3.	Watch List
4.	Non-Operational Space Based ADS-B (SBA) Data
5.	AIC Decision Status
New Business	
6.	Item for AIC Consideration
7.	Community Awareness
Summary	
8.	FAA Gulf of Mexico Core Team

Item	Key Points/Decisions/Recommendations
1.	AIC supported installation of AWOS at the South Timbalier 52B platform
2.	Mustang Island A85A KMZG AWOS will be restored to service this summer in lieu of decommissioning and removal as previously reported
3.	FAA completed the non-operational space-based ADS-B (SBA) analysis
4.	Galliano Airport KGAO AWOS was returned to service in March 2022
5.	IFR traffic operations have been steadily rising since January 2021
6.	Roseanne Albrecht retiring from FAA/SBS Gulf Sustainment Team July 29, 2022

Item	Key Discussion Points		
1.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; vertical-align: top;">FAA Infrastructure Status</td> <td> <ul style="list-style-type: none"> • FAA Gulf of Mexico 2022 offshore projects <ul style="list-style-type: none"> ○ Commission GLX AWOS at Mississippi Canyon 724/Gulfstar 1 ○ Commission GVW AWOS at Galveston 209B ○ Commission EKE VHF Comm at Eugene Island 251A ○ VHF Comm installation at Garden Banks 426 ○ AWOS installation at Green Canyon 433 ○ AWOS installation at South Timbalier 52B ○ GHB AWOS relocation at Garden Banks 172/Salsa ○ DLP AWOS restoration at West Delta 27A ○ VQT AWOS restoration at Vermilion 331A ○ ADS-B and VHF Comm service life extension at Green Canyon 787 (date TBD) </td> </tr> </table>	FAA Infrastructure Status	<ul style="list-style-type: none"> • FAA Gulf of Mexico 2022 offshore projects <ul style="list-style-type: none"> ○ Commission GLX AWOS at Mississippi Canyon 724/Gulfstar 1 ○ Commission GVW AWOS at Galveston 209B ○ Commission EKE VHF Comm at Eugene Island 251A ○ VHF Comm installation at Garden Banks 426 ○ AWOS installation at Green Canyon 433 ○ AWOS installation at South Timbalier 52B ○ GHB AWOS relocation at Garden Banks 172/Salsa ○ DLP AWOS restoration at West Delta 27A ○ VQT AWOS restoration at Vermilion 331A ○ ADS-B and VHF Comm service life extension at Green Canyon 787 (date TBD)
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		<ul style="list-style-type: none"> • FAA AWOS infrastructure out of service and projected losses in 2022: <ul style="list-style-type: none"> ○ Mustang Island A85A (KMZG) – long-term shut-in/identified for removal ○ East Cameron 321A (KEZP) – out-of-service – storm damage ○ Green Canyon 19 (KXER) – out of service – storm damage ○ Main Pass 289 (KVKY) – out of service – storm damage ○ Mississippi Canyon 311 (KVQT) – out of service – storm damage ○ South Marsh 268 (KSCF) – out of service – storm damage ○ Vermillion 331A (KVQT) – out of service – storm damage ○ Vioska Knoll 786 (KVOA) – out of service – storm damage ○ West Delta 27 (KDLP) – out of service – storm damage • Predicted FAA equipment losses within next 5 years <ul style="list-style-type: none"> ○ Alaminos Canyon 25 (KHHV ADS-B/AWOS)*** ○ East Breaks 165 (KEMK AWOS/KQT7 VHF comm)** ○ East Breaks 643A (KVAF AWOS)*** ○ East Cameron 321A (KEZP ADS-B, AWOS, VHF comm)** ○ Garden Banks 668 (KGUL ADS-B/AWOS)* ○ Main Pass 140 (KMIS AWOS)** ○ Main Pass 289C (KVKY AWOS)** ○ Mississippi Canyon 311A (KMDJ AWOS)** ○ Mustang Island A85A (KMZG AWOS)* ○ South Marsh 268A (KSCF AWOS)** ○ Vermillion 331A (KVQT AWOS)** <p>*No replacement identified, seeking replacement suggestions **Potential replacement identified ***Replacement not planned</p> • FAA Platform Replacement Criteria <ul style="list-style-type: none"> ○ Supports coverage requirements; AIC concurs with location ○ Minimum 7 years longevity—5 years after commission ○ Physical space for equipment in unclassified area of platform ○ Power/telecommunications bandwidth availability ○ Manned platform preferred ○ Unmanned platform acceptable if visited regularly and power/telecommunications are available
<p>2.</p>	<p>AWOS/ADS-B/VHF Comm Coverage</p>	<ul style="list-style-type: none"> • AWOS/ADS-B/VHF Comm Coverage <ul style="list-style-type: none"> ○ Three (3) AWOS out of service due to past storm damage: Main Pass 289C (KVKY); Vermillion 331A (KVQT); West Delta 27A (KDLP) ○ One ADS-B radio out of service: Green Canyon 787 (KATP) ○ One RCAG out of service: Green Canyon 787 (KQA8)
<p>3.</p>	<p>Watch List</p>	<ul style="list-style-type: none"> • Green Canyon 787 A/C out of service <ul style="list-style-type: none"> ○ The air conditioning units installed in the FAA building at GC-787 (Atlantis) have been out of service since fall of 2020 ○ Efforts to repair them had been hampered by the pandemic and other constraints ○ The FAA executed a contract with BP in September 2021 to conduct a survey at Atlantis to identify the scope of work and prepare a cost estimate to the FAA for extending the service

		<p>life of the VHF comm and ADS-B—this includes replacing the FAA building AC units</p> <ul style="list-style-type: none"> ○ ADS-B radio was turned off during the summer of 2021 when the maximum safe operating temperature for that equipment was exceeded ○ Although the VHF comm radios have a higher temperature threshold, the radios have been out of service since November 2021 due to a platform telecommunication equipment issue ○ Impact to operators: <ul style="list-style-type: none"> ▪ Significant loss of surveillance coverage below 1,500' MSL ▪ Loss of VHF pilot-to-air traffic control communication south and southeast of Atlantis
<p>4.</p>	<p>Non-Operational Space Based ADS-B (SBA) Data</p>	<ul style="list-style-type: none"> • New Data Capture <ul style="list-style-type: none"> ○ See VFR traffic for the first time in recent history using SBA data ○ Non-operational SBA data is not used for air traffic control purposes—for analysis only • SBA data could be used for ADS-B, Weather, VHF Comm Coverage Analysis in: <ul style="list-style-type: none"> ○ Outage reports ○ Risk assessments ○ Industry updates • SBA data could be used to support FAA Strategic Analysis <ul style="list-style-type: none"> ○ Equipment relocation/installation planning, short and long term ○ Prioritization of resources ○ Trend assessment • Initial Findings <ul style="list-style-type: none"> ○ Western Gulf has minimal IFR and VFR traffic ○ Southcentral Gulf continental shelf is light in IFR traffic and heavy with VFR traffic ○ Airspace south of Lafayette, continental shelf nearly completely VFR traffic • ADS-B Equipage Survey Results (as of March 2022 of 7 Gulf of Mexico helicopter operators) <ul style="list-style-type: none"> ○ 94% of helicopters in the Gulf are equipped with SBS-compatible ADS-B avionics—compared to the 8% of helicopter flight track data obtained from PDARS in 2020 ○ 90% of IFR helicopters are equipped with SBS-compatible ADS-B systems—flight track history for the remaining 10% would be available via PDARS, if the aircraft is on an IFR flight plan ○ 93% of VFR helicopters are equipped with SBA-compatible ADS-B avionics—flight track history for the remaining 7% was not obtainable • Big thank you extended to operators who participated in the survey
<p>5.</p>	<p>AIC Decision Status</p>	<ul style="list-style-type: none"> • Previous AIC recommendations still under investigation: <ul style="list-style-type: none"> ○ South Marsh 107 to replace South Marsh 268—investigating feasibility as another potential candidate to replace SM-268A ○ Garden Banks 260 offered by Hess as a candidate site for possible AWOS installation – designated replacement for GB172/Salsa in the future

		<ul style="list-style-type: none"> o Include Site Elevation and Wind sensor location in AWOS Status Update –fully implemented in January 2022. Status: Closed o Decision to install an AWOS at Tank Battery 45 pending owner’s approval and site survey – Site Survey conducted on May 17, 2022. Status: Closed 																																																																						
6.	Item for AIC Consideration	<ul style="list-style-type: none"> • AWOS Installation at South Timbalier 52B <ul style="list-style-type: none"> o Approved by AIC to provide shallow water, near shore weather reporting services o Next step: Execute formal Memorandum of Agreement between FAA and platform owner to install AWOS 																																																																						
7.	Community Awareness	<ul style="list-style-type: none"> • Top 5 FAA Operational and Equipment Sustainment Challenges in the Gulf <ul style="list-style-type: none"> o Procurement and supply chain o Hurricane damage o Resources availability o Platform longevity o Offshore travel and boarding restrictions • Galliano Airport KGAO AWOS restored to service in March 2022 • Strategic Analysis Recommendations <table border="1" data-bbox="553 835 1450 1062"> <thead> <tr> <th></th> <th colspan="3">ADS-B</th> <th colspan="3">VHF</th> <th colspan="3">AWOS</th> </tr> <tr> <th>FY</th> <th>Install</th> <th>Remove</th> <th>FY Total</th> <th>Install</th> <th>Remove</th> <th>FY Total</th> <th>Install</th> <th>Remove</th> <th>FY Total</th> </tr> </thead> <tbody> <tr> <td>2022</td> <td>2</td> <td>0</td> <td>12</td> <td>3</td> <td>2</td> <td>10</td> <td>8</td> <td>6</td> <td>30</td> </tr> <tr> <td>2023</td> <td>1</td> <td>1</td> <td>12</td> <td>1</td> <td>0</td> <td>11</td> <td>4</td> <td>0</td> <td>34</td> </tr> <tr> <td>2024</td> <td>1</td> <td>1</td> <td>12</td> <td>1</td> <td>0</td> <td>12</td> <td>3</td> <td>4</td> <td>33</td> </tr> <tr> <td>2025</td> <td>1</td> <td>1</td> <td>12</td> <td>1</td> <td>0</td> <td>13</td> <td>4</td> <td>3</td> <td>34</td> </tr> <tr> <td>2026</td> <td>1</td> <td>1</td> <td>12</td> <td>1</td> <td>1</td> <td>13</td> <td>2</td> <td>3</td> <td>33</td> </tr> </tbody> </table> <p style="text-align: center;"><i>FY = FAA Fiscal Year (FY begins October 1)</i></p> • Offshore IFR helicopter traffic count has been steadily increasing <ul style="list-style-type: none"> o 2021 (24,970) is the third highest total since ADS-B went operational in the Gulf in Dec 2009 o Through April 2022, IFR traffic is running 6% higher than 2021 (Jan-Apr) 		ADS-B			VHF			AWOS			FY	Install	Remove	FY Total	Install	Remove	FY Total	Install	Remove	FY Total	2022	2	0	12	3	2	10	8	6	30	2023	1	1	12	1	0	11	4	0	34	2024	1	1	12	1	0	12	3	4	33	2025	1	1	12	1	0	13	4	3	34	2026	1	1	12	1	1	13	2	3	33
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8.	FAA Gulf of Mexico Core Team	<p>Rana Obeid: Surveillance and Broadcast Services (SBS) Gulf of Mexico Sustainment Project Lead, rana.obeid@faa.gov</p> <p>Allan Overbey: SBS Gulf Sustainment Implementation 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 Air Traffic Operations and Strategic Management Lead, bherak@regulus-group.com</p> <p>William Majeau: SBS Gulf Sustainment Project Management, wmajeau@gems-inc.com</p> <p>Colleen Ahlers: SBS Gulf Sustainment Project Management, cahlers@gems-inc.com</p> <p>Kevin Willis: Central Service Area VHF Communication Project Engineer, kevin.n.willis@faa.gov</p> <p>Rafael Silva: Central Service Area VHF Communication Civil Engineer, rafael.silva@faa.gov</p>																																																																						

Subject	Decision / Key Points (Documented in FAA-industry Agreement Implementation Committee Minutes)	Remarks / Notes	Status
May 18, 2022 AIC Zoom Hybrid Meeting			
South Timbalier 52B AWOS	The AIC supported South Timbalier 52B as a candidate site for an AWOS installation to replace the decommissioned Fourchon XPY AWOS	May 2022: FAA conducted site survey of the platform. Arena Offshore is supportive of AWOS installation	Closed 5/2022
Mustang Island A85A MZG AWOS	KMZG AWOS will be restored to service this summer in lieu of decommissioning and removal as previously reported	May 2022: EnVen informed FAA of plans to reman platform in summer 2022 and desire to retain AWOS	Closed 5/2022
January 19, 2022 AIC Zoom Hybrid Meeting			
Gulf AWOS status document	1-AIC supported proposed design change to use NOTAM language for wind reliability in the Gulf AWOS Status Updates 2-AIC recommended omitting helideck height information from the Gulf AWOS Status Update 3-AIC recommended consolidating 1st and 2nd columns of Gulf AWOS Status Update; use abbreviations, block numbers, and leave platform owner names. Include Advisory notes with Commissioned AWOS Information on first page 4-AIC wanted to retain information about planned removals, planning commissions, and possible installation locations in the second page of the Gulf AWOS Status Update	May 2022: Last major update sent 3/28/2022 Jan 2022: Changes will be incorporated into the next Gulf Status Update	Closed 5/2022
Galliano AWOS	AIC recommended keeping the option open for an FAA-contract AWOS at the Galliano Airport in case the Hurricane Ida damaged non-federal AWOS cannot be returned to service	May 2022: KGAO AWOS returned to service Jan 2022: Open status based on uncertainty of repairs being completed by airport authority	Closed 5/2022
October 13, 2021 AIC Zoom Meeting			
Ship Shoal 28P / AWOS	AIC supported the FAA investigate feasibility of Ship Shoal 28P as a potential AWOS candidate relocation site	May 2022: Site survey planned for summer 2022 Jan 2022: Site survey being scheduled	Open
Tank Battery / AWOS	AIC supported the FAA investigate feasibility of the onshore Tank Battery facility west of Cameron as a potential AWOS candidate relocation site	May 2022: Site survey completed 5/17/2022 Jan 2022: Site survey being scheduled pending owner's approval	Closed 5/2022
October 7, 2020 AIC Zoom Meeting			
Garden Banks 260 AWOS	Hess proposed Garden Banks 260 platform as a candidate site for an AWOS installation	May 2022: Platform longevity confirmed. Platform may be future GB-172 replacement. Jan 2022: AIC recommended obtaining production longevity from Hess for the Garden Banks 260 platform May 2021: Tabled consideration as an additional AWOS location for the next 2-3 years based on revised platform longevity information of the adjacent Garden Banks 172 platform 6 NM Jan 2021: still investigating feasibility	Closed 5/2022
May 13, 2020 AIC Zoom Meeting			
South Marsh 268A KSCF AWOS	The AIC supported South Marsh 107A platform as a candidate site for an AWOS installation to replace the Vermilion 331A platform VQT AWOS	May 2022: Talos Energy to be contacted; action rewritten to state SM-107A may be replacement for VR-331A VQT AWOS instead of SM-268A Oct 2021: Continues to be under FAA investigation May 2021: Tabled consideration to leapfrog KSCF at South Marsh 268A based on revised platform longevity information Jan 2021: SM 107 to replace South Marsh 268A—still investigating feasibility	Open