

## **HSAC Flight Following/ADS-B/Airspace Workgroup Minutes**

**January 14, 2009**

**New Orleans, LA**

### **ADS-B Program Update**

Steady progress is being made.

They have added 4 frequencies on the Atlantis platform. The frequencies are 120.35 and 134.9 for low level and 135.77 and 132.65 for high level.

The FAA is still working on how flights will transition from terminal to enroute (approach to center) when center is using ADS-B but the terminal areas don't have ADS-B yet. This will be a short term issue rather than a long term issue.

### **Western Air Defense**

Greg Moore briefed the group on the 2008 statistics.

- 137 Gulf of Mexico significant events
- 16 scrambles

Greg requested that we reintroduce procedures in our recurrent training programs.

Greg asked about coming up with a program to share our company information (Outerlink, BlueSky, SkyConnect, etc.) with NORAD. There was discussion about how this could be done. A couple of the companies that have Outerlink (PHI, AirLog) already do this.

Greg closed by telling us that there have already been 3 scrambles in 2009.

### **Carl Youngblood – FAA Central Service Area – Ft. Worth**

Carl advised us of upcoming Unmanned Aerial Surveillance activity that will be going on along the barrier islands of south Louisiana. Carl asked what kind of coordination we would like on this activity.

The operators asked that we receive the NOTAM information as far in advance as possible to ensure all of our personnel get the information. We will work with Carl and Lockheed Martin Flight Service on this item.

### **IFR Chart**

Jim Pharmakis from Houston center mentioned that the current IFR Vertical Flight Chart that we use for the Gulf operations has a lot of incorrect information on it. He asks that everyone review the charts (particularly base information) and let them know no later than September 1, so the new chart will have correct information.

## **Flight Service Station**

Martha Wood from Lockheed Martin Flight Service Station brought up the possibility of establishing a standardized method of getting our Gulf of Mexico PIREPS to Lockheed Martin and into their system for dissemination to the pilots.

We will be looking further into this issue, and would appreciate input from HSAC membership on the desire to accomplish this and ideas for making it the best possible product.

## **Transportation Security Administration**

Alfonso DiazdelCastillo with TSA talked to us about the proposed Large Aircraft Security Program which will extend the Twelve-Five program to Part 91 operations. It will also contain some addition changes and requirements for those of us already operating a 12-5 program.

There will be a "Listening Session" for information and comments, in Houston on January 28. The meeting is at the Hilton Houston Hotel-Greenspoint, with registration at 8AM and meeting at 9AM.

All operators and anyone else this would have an effect on are urged to try to be in attendance.

## **Frequency 123.05 Congestion**

A rather serious issue concerning frequency congestion was brought up. Frequency 123.05 is listed as the local frequency for Morgan City and Cameron areas. It is also used by some small airports as the CTAF frequency. Additionally, it is used by many platforms for aircraft to call for a "Green Deck".

There have been instances of aircraft calling for a "Green Deck", a platform will respond that the aircraft has a "Green Deck", and several aircraft will acknowledge the call. As you can see, this could easily lead to aircraft landing before it is safe to do so.

We will be working with ASRI on how to address this situation.