

## **9-November-2006, San Antonio, TX MAPPS-NOAA Committee Meeting**

Chair: Scott Perkins, Western Air Maps

NOAA:

Linda Brainard  
Brian Taggart  
Mike Aslaksen  
Miki Schmidt  
Jeff Hale  
Mike Espey  
Adam Dunbar  
Steve Goodell

MAPPS Members:

Bob Richards, Fugro Pelagos  
Tom Spurling, Tenix LADS  
Marc Wride, Intermap  
Josh Mattox, EMC  
Ken Stiller, HAS Images  
Dave Maune, Dewberry & Davis  
Barry Budzowski, Western Air Maps  
Tony Follet, Aero-Metric Anchorage  
Kurt Allen, Photo Science  
Layton Hobbs, Woolpert  
Jeff Lovin, Woolpert

Meeting began with reports & presentations from NOAA.

NOAA-NGS reported

- Approval was received from general counsel to allow advance issuing of Project Instructions/Scopes of Work for the purpose of pre-negotiating the work. This will speed up the process of awards, especially during lame duck session of Congress and with the decreasing number of staff available in contracting section. MAPPS members were delighted and supportive of this change.
- FAA Airport Obstruction Surveys contracted by NGS will continue in a phased approach to progress to contracting complete airports as funding and contractor training progresses. NGS has been asked to provide QA reviews of airport work being performed by 3rd party surveyors under contract to the FAA. NGS is still pushing the FAA to contract through NGS for these services.
- Height Mod work continues in Puerto Rico, an improved geoid model of P.R. is forthcoming.
- OPUS Rapid Static processing capability is coming soon.
- OPUS DB is coming soon.

- Ground Survey contracts will open in December – due in January, multiple awards, unknown what small business set aside percentage will be required.
- NOAA lacks the resources to fully staff the contracting section at a sufficient level. MAPPS should consider this as an action item.
- Mike Aslaksen provided a PowerPoint briefing (see MAPPS web site)
  - Contracting Update FY-06 actual vs. FY-07 President's Request
  - Current Contracting Status Matrix

Adam Dunbar provided a detailed briefing and PowerPoint on NOAA's research and testing of the Applanix DSS sensor for the equivalent of BW/IR film above 740 nm. . Test areas were flown along the Alpena, Michigan shoreline. Problems were encountered with image focus. Some of the problems have been overcome, another is being addressed, and results are promising. (see MAPPS web site for powerpoint)

NOAA – Office of Coast Survey (HQ) reported

- **LIDAR**  
Two contracts were awarded in the fourth quarter of FY06 to Tenix Lads and Fugro Pelagos. The contracts are for three years from the date of award. The total of all orders placed under the contracts awarded is not anticipated to exceed \$30,000,000.00. These contracts were issued with funding in the amount of the guaranteed minimum only.
- As with the other OCS and NGS programs it is the intent of NOAA to begin negotiating tasks subject to the availability of FY07 funds in lieu of waiting for the FY07 budget for NOAA to be passed.
- **HYDROGRAPHIC SURVEYING**

The five existing Hydrographic Surveying contracts were awarded in the summer of 2005. The contracts have a five year period of performance with a \$50 million ceiling for the program. The full program ceiling was expended in the first year as a result of (1) an overall increase in program funding (originally estimated at \$10 million / year; (2) a special appropriation of \$13 million for debris mapping in the Gulf; and (3) Time Charter funding in the amount of \$10.5 million.

The Time Charter requirement was awarded as a task order to Fugro Pelagos. All firms holding a contract under the current headquarters Hydrographic Surveying contract were given the opportunity to submit a task order proposal.

In light of the exhausted ceiling of the existing Hydrographic Surveying contracts, a Federal Business Opportunities call for SF 330s was posted the last week of September with responses due at the end of October. The submissions are currently under evaluation. The follow on program is for five years, anticipates the award of multiple awards, and has a program ceiling of \$250 million. The current annual program funding is \$30 million per year. The excess capacity will allow for emergency response in the future.

NOAA - Coastal Services Center reported

- Coastal Geo-Tools Conference will be March 5-8 in Myrtle Beach, SC. All but 4 exhibit spaces sold. Registration is maximum of 400 and it is expected be SOLD OUT!
- In support of state coastal resource management agencies, CSC has developed an expedited MOU process by which states can access CSC's existing ID/IQ contracts for geospatial services. For more information, contact Dennis Hall ([dennis.hall@noaa.gov](mailto:dennis.hall@noaa.gov)) or Miki Schmidt ([Nicholas.schmidt@noaa.gov](mailto:Nicholas.schmidt@noaa.gov)).
- Miki Schmidt demonstrated the web-based Contract Management System developed and deployed at the CSC. A well designed and robust tool for near real-time monitoring of schedules, deliverables, and reviews. System also includes a contractor performance evaluation module. See website: [cgs.csc.noaa.gov](http://cgs.csc.noaa.gov) for more info and presentation.

A discussion on the funding for a replacement emergency response aircraft and sensors as described in the Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 was held with Mike Aslaksen and Capt. Taggart

The funding is for \$12 million, of which, the priority is a replacement aircraft to be determined by open competition to replace the aging NOAA Citation. The remainder of the funds not spent on the replacement aircraft will be spent on sensor(s).

- No specific amounts for aircraft and sensor were provided

Q: Have specific sensors been identified

A: No, requirements internal and external to NOAA are being evaluated with special considerations of emergency response requirements.

Q: Will bathy LIDAR be one of the sensors?

A: No

Q: Will a SAR or IFSAR be one of the sensors

A: No

Q: Will large format passive sensors like the DMC, ADS-40, UltraCam be one of the sensors and what will happen to the DSS already owned by NOAA.

A: A large format digital sensor is being considered, the DSS will be moved to the replacement aircraft.

Q: Will an analog film camera be one of the sensors

A: Possibly, the requirements process will determine the best type of sensors.