Property of Oil Spill Response	Document Title UKCS Mobilisation and Logistics Plan	Document Number OSRL-OPER-GUI-00190	
		Revision	4

UKCS

Mobilisation and Logistics Plan

REVISION HISTORY

Revision	Date	Description	Author	Reviewer	Approval
00	May 2019	Creation of document	Vanessa Haynes, James Pringle		
01	Mar 2020	Document Update	Adrian Tan	Shane Jacobs	Shane Jacobs
02	Dec 2022	Updated with MTD	Simon McCosh	Hon Phui Hang	Shane Jacobs
03	Dec 2023	Periodic Review	Simon McCosh	Hon Phui Hang	Shane Jacobs
04	Jan 2024	Departmental Change	Simon McCosh	Hon Phui Hang	Shane Jacobs

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1. Introduction

From the 1st January 2016 Oil Spill Response Limited (OSRL) has engaged with aviation contractor 2Excel to provide aerial surveillance coverage for the United Kingdom Continental Shelf (UKCS).

1.1 Purpose

This Mobilisation and Logistics Planning Guide is designed to provide clear guidelines with regard to utilising the UKCS aerial surveillance service. The guide provides details on the following:

- Technical specifications
- Mobilisation instructions
- Flight times and range rings
- What OSRL will supply
- The support required from the member company

If the client requires further information or assistance with regard to the OSRL UKCS service, they should contact the Duty Manager (DM).

2. Technical Specifications

Aircraft Type	 PA-31 Navajo
Tail Number	G-UKCS
Operator	2Excel Aviation Ltd
Base	Humberside Airport

Call Sign	Broadsword xx *Note: Call sign to be confirmed at time of mobilisation*
Crew	1 x Pilot and 1 x System operator
Range	See range rings – Figure 1 and Table 1
On-board Equipment	• Sensor turret with UV, IR and Visual cameras • Fully integrated voice and data • Sat system and full CarteNav (mission software) integration
Communication	Aviation VHF, Sat phone
Other Information	Length: 33 ft Wingspan: 40 ft Height (fin): 13 ft Empty weight: 3,930 lbs Max payload: 3,000 lbs Max fuel load: 720 litres Max Take-off weight: 6,500 lbs
Max payload	3000 (lbs) 6,600 kg
Runway requirements	3000ft / 915m

*The aircraft is certified to fly into known icing conditions

Table 1: Technical Specification

	Empty*	Full
Maximum Range	1100 Nm	900 Nm
Transit Speed	180 knots	180 knots

*loiter / survey speed: 120 knots (airspeed)

Table 2: UKCS Range

Caveat: These are indicative figures only; all details including speed and range are dependent upon operational criteria including: temperature, altitude, weather and payload.

3. Mobilisation

UKCS surveillance service subscribers may mobilise the service by calling OSRL at the Southampton number provided:

Notify ***Oil Spill Response*** Duty Manager: +44 (0) 23 8033 1551

Mobilisation and Notification Forms

Initial details will be taken, and you will be put through to the Duty Manager (DM) who will request information about the incident and discuss response options and your requirements following the initial call the DM will send Notification and Mobilisation forms which need to be completed prior to mobilisation.

NOTE: A delay in providing these forms may delay the response.

Early notification of an ongoing or potential incident will allow the OSRL DM to proactively conduct the initial planning. The air contractor will be informed and will be able to conduct preparatory activity without affecting flying hours. If the incident escalates, requiring an aerial surveillance mobilisation, the service subscriber then only needs to inform the DM and sign the mobilisation form or if the incident deescalates OSRL will stand down with no costs incurred.

Duty Manager contracts the air contractor

The DM will promptly call the air contractor to inform them of the incident. OSRL will produce a Mission Tasking Document (MTD) based on incident requirements. The MTD will provide details such as: location, type of mobilisation, and other pertinent information relating to the surveillance mission.

Mobilisation Time

During daylight hours dedicated aircrews are on standby at Humberside Airport with the dedicated aircraft. OSRL will task the aircraft (i.e. inform the Service Provider of the requirement to conduct an aerial surveillance flight). The mobilisation time for the service will be wheels up within 60 minutes (during daylight operating hours). Tasking may change dependent on the weather conditions. The aircraft will not depart until OSRL has received a signed mobilisation form.

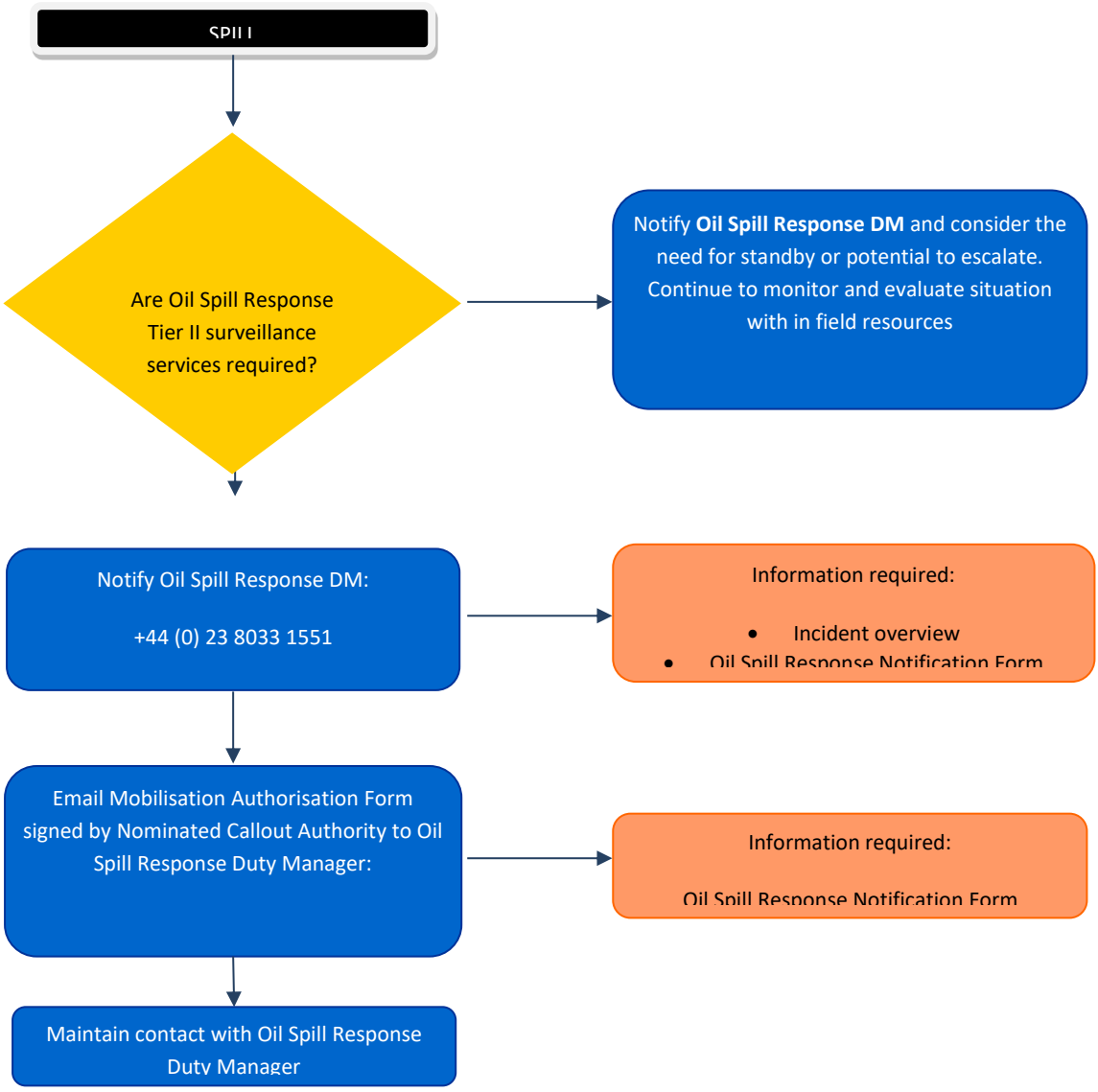
3.1 Aircraft Location

The aircraft's normal base is Humberside Airport

(HUY/EGNJ) and is open 24 hours.

The aircraft is kept fully fuelled and, in a response, ready condition, this maximises the range of the aircraft and ensures its ability to reach the furthest UKCS platforms under normal flight conditions. There may be some occasions when the aircraft may be based elsewhere for short periods (for example due to airport maintenance). In the event of any planned maintenance on the dedicated aircraft, a backup aircraft will be provided. In the event of emergency breakdown/maintenance best endeavours will be made to utilise an alternative aircraft

3.2 UKCS Service Subscriber



4. Flight times

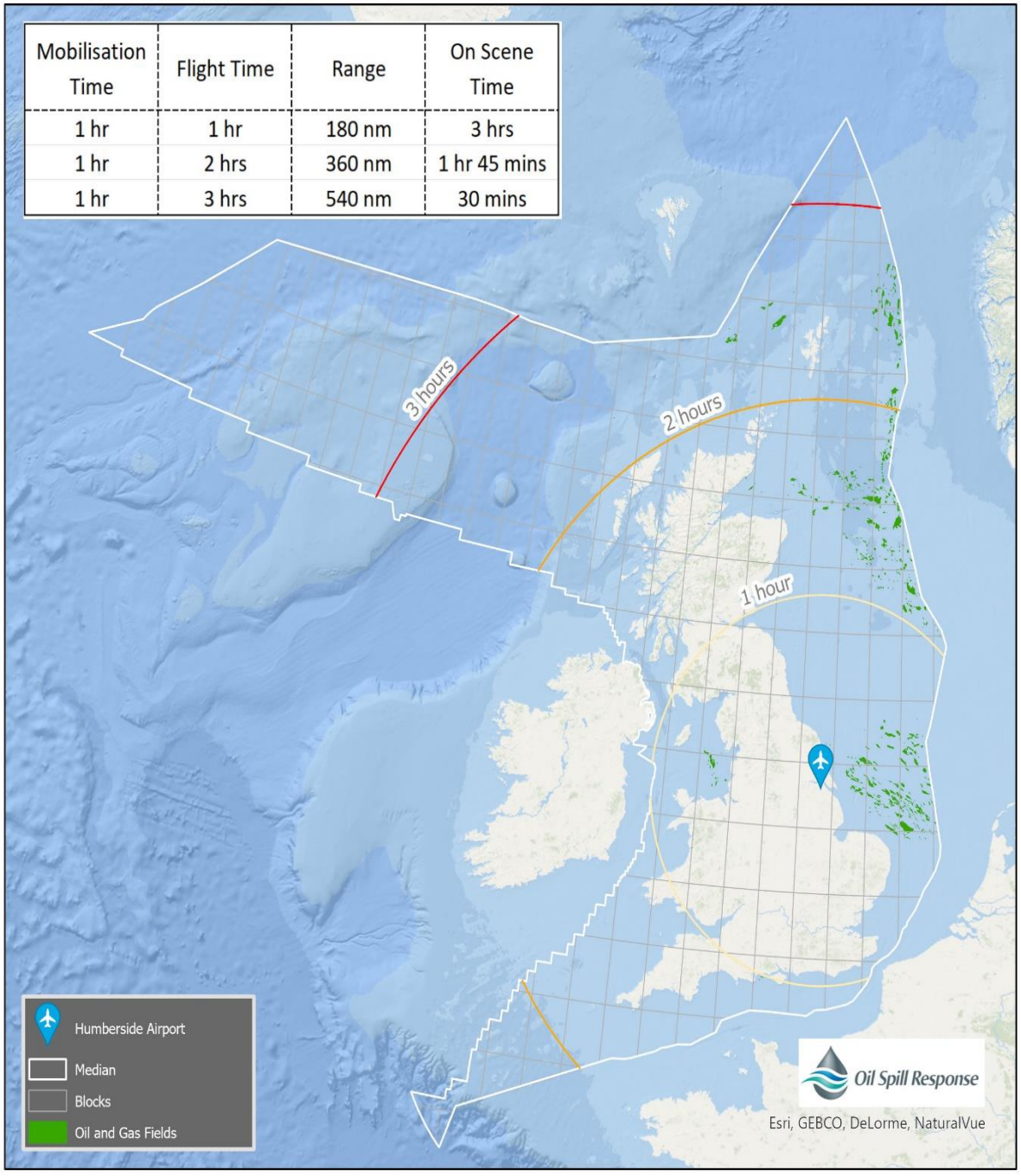


Figure 1: Range rings based on pilot and observer on board and still winds. Figure 1 also shows the UKCS infrastructure. Unfavourable weather conditions may affect the performance of the aircraft.

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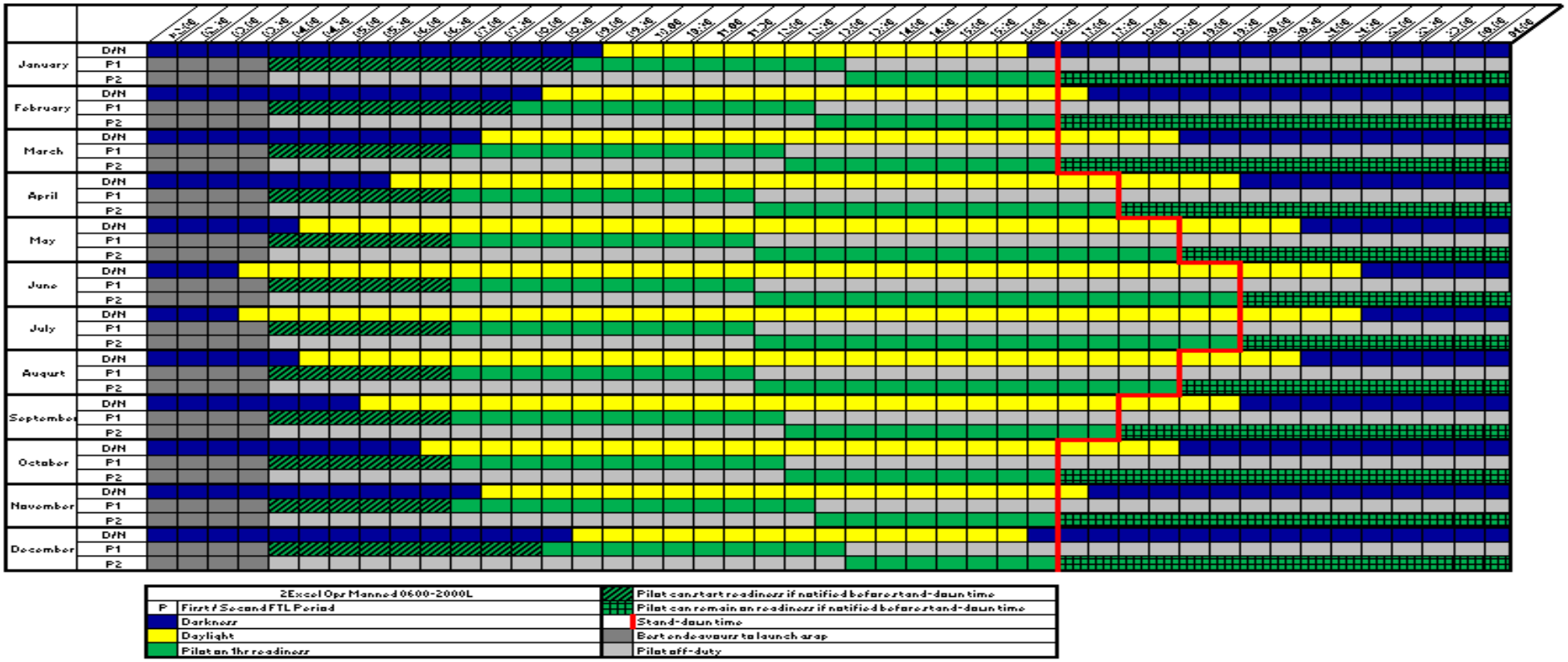
5. Crew Availability



The aircraft services are bound by the pilot Flight Time Limitations (FTL) as required by CAA. This limits the total number of flying hours per calendar day and may mean on a multi-day operation that crew may need to be exchanged.

6. Services Supplied

6.1 Responsibility Matrix

Task	OSRL	Service Subscriber
Notification of Incident		X
Notification form & Signed mobilisation form		X
Generate MTD and generate over flight/aircraft work order	X	
Over-flight clearances/landing permits	X	
Airport handling & refuelling	X	
Surveillance training of system operators	X	
Maintenance of aircraft	X	
Spider track coverage of flights	X	
Verbal Report	X	
Formal Report	X	
Booking of any commercial flights and accommodation for aircrew and observers	X	
Modelling support for tracking spilt oil	X	
Supply of aerial grab bag*	X	
Forward Operating Base (FOB) location	X	
Supply of daily cost sheets and invoicing	X	
Trained and experienced observers	X	
Demobilisation from the incident including a signed demobilisation form		X
Provide Purchase Order		X
Invoicing	X	
Paying OSRL		X
Paying the operator	X	
No Notice Drills	X	

Table 3: Responsibility Matrix

** OSRL Grab bag contents: SLR Camera, GPS, Iridium Sat phone, Spidertrack, surveillance handbook, external hard drive*

6.2 Potential Forward Operating Bases

Once mobilised the preferred Forward Operating Base (FOB) will be identified. The FOB is dependent on the spill location which will determine the most efficient transit time and maximum endurance on scene.

6.3 Reporting

A verbal sighting report will be delivered immediately upon landing with the following outputs delivered within 2 hours of landing

- Full written report including quantification
- Flight track
- Hi-res Geo-referenced photos
- Video footage from the flight.

Oil Spill Response

AERIAL SURVEILLANCE OBSERVER LOG

Incident	0	Date	01/01/1904	Observers	0
Aircraft Type	0	Call Sign	0	Area of Survey	0
Survey Start Time	0	Survey End Time	0	Average Altitude (feet)	0
Wind Speed (knots)	0	Wind Direction	0	Notes	
Cloud Base (feet)	0	Visibility (nm)	0	0	

SLICK DETAILS

Slick	TIME UTC	OIL POSITION (CENTRE)		SLICK ORIENT Degrees	OIL SLICK LENGTH DISTANCE km	OIL SLICK WIDTH DISTANCE km	AREA km²	AREA COVER %	OILED AREA km²
		LAT North/South	LONG East/West						
A	0	00°00'00.0"	00°00'00.0"	0	0.00	0.00	0.00	0.00	0.00
B	0	00°00'00.0"	00°00'00.0"	0	0.00	0.00	0.00	0.00	0.00
C	0	00°00'00.0"	00°00'00.0"	0	0.00	0.00	0.00	0.00	0.00
D	0	00°00'00.0"	00°00'00.0"	0	0.00	0.00	0.00	0.00	0.00
E	0	00°00'00.0"	00°00'00.0"	0	0.00	0.00	0.00	0.00	0.00

Slick	OIL APPEARANCE COVERAGE - %						MINIMUM VOLUME - m³	MAXIMUM VOLUME - m³	TYPE OF DETECTION (etc. visual, IR)	THE BONN AGREEMENT OIL APPEARANCE CODE (BAOAC)			
	1	2	3	4	5	OTH				No	OIL APPEARANCE	MIM. VOLUME	MAX. VOLUME
A	0	0	0	0	0	0	0.00	0.00	visual IR UV	1	SHEEN	0.04	0.3
B	0	0	0	0	0	0	0.00	0.00	visual IR UV	2	RAINBOW	0.3	5
C	0	0	0	0	0	0	0.00	0.00	visual IR UV	3	METALLIC	5	50
D	0	0	0	0	0	0	0.00	0.00	visual IR UV	4	DISCONTINUO	50	200
E	0	0	0	0	0	0	0.00	0.00	visual IR UV	5	TRUE COLOUR	200	>200
			Total Oil Volume Sighted				0.00	0.00					

Figure 2: Example of quantification log found in the report

6.4 BONN Agreement

The Bonn Oil Appearance Code is a European Agreement; used to quantify the minimum and maximum oil observed over water.

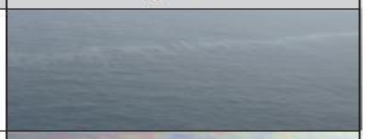
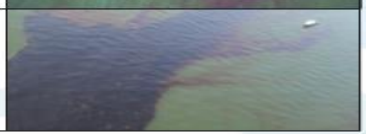
Code	Description/ Appearance	Layer Thicknesss Interval (Microns)	Litres per km²	Typical Appearance
1	Sheen (silver/grey)	0.04 - 0.30	40 - 300	
2	Rainbow	0.30 - 5.0	300 - 5000	
3	Metallic	5.0 - 50	5000 - 50.000	
4	Discontinuous True Oil Colour	50 - 200	50.000 - 200.000	
5	ContinuousTrue Oil Colour	>200	>200.000	

Table 4: BONN agreement codes

6.5 Spidertrack

Spidertrack is a GPS tracking unit that OSRL use to monitor the UKCS plane when it is on a sortie. The Service Subscriber can be given access to the site to observe the status of the plane.

6.6 Communication Flow Chart

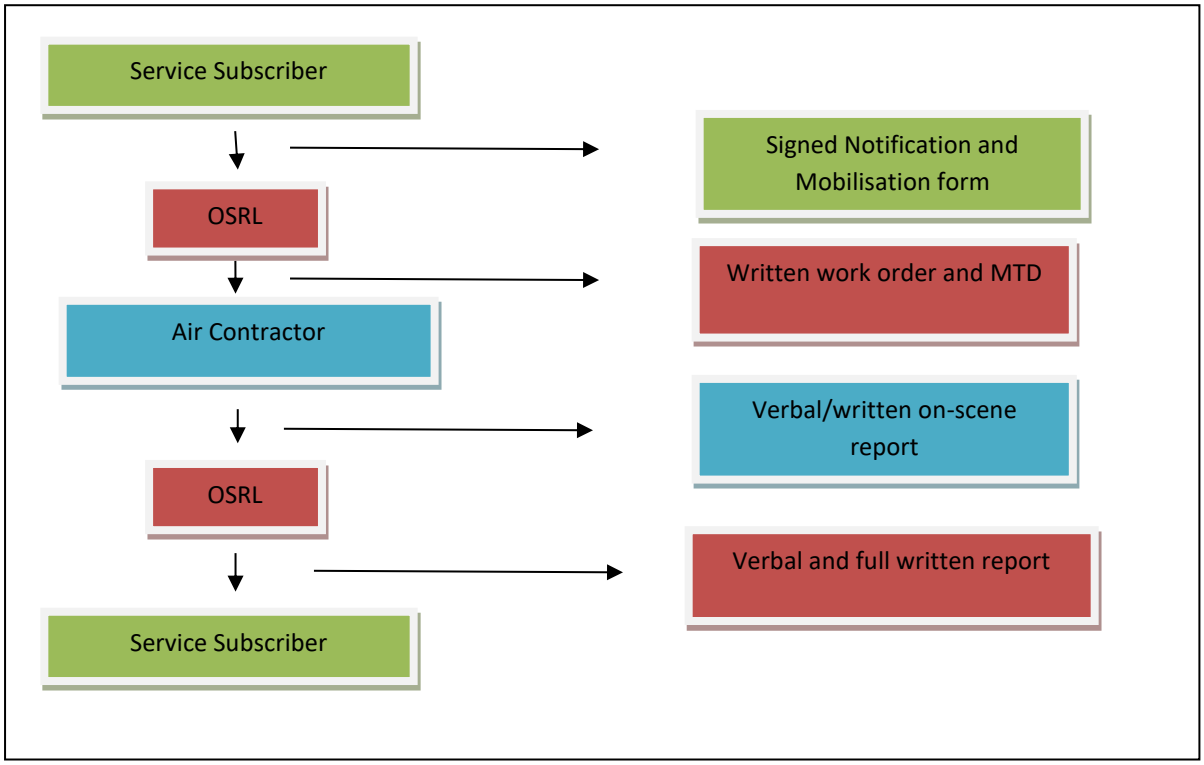


Figure 4: Graph showing the communication flow chart between the three parties

7. Mobilisation Costs

In the event of mobilisation the below fees will be due from the service subscriber to conduct aerial surveillance operations or be available on standby in the country:

- Response flights £775* per hour including fuel (plus any direct operating costs +10% handling fee)
- Daily standby fee of £3000* charged on days where no response flights occur

**Subject to change. Please refer to OSRL Scale of Fees for the latest information*

8. Additional Information

8.1 Exercises

Table-top exercises: With a call to the OSRL Duty Manager the Service Subscribers can request real-time flight information to any asset within the UKCS region, free of charge. The information will be presented as:

- Mobilisation time to scene
- Endurance on scene
- Preferred forward operating base if applicable
- Number of sorties per day

The Service Subscriber can also request the participation of the UKCS aircraft in practical exercises at normal operating rates. In the event of a developing incident, any exercise would be cancelled as the incident would take precedence.

8.2 Training

OSRL are responsible for the training of their air contractors as they conduct the initial verification and quantification of oil on water. The training includes:

- The use of the BONN agreement
- Use of surveillance equipment
- The use of remote sensing in aerial surveillance
- Discrimination of false alarms
- Data management

The training is backed up with practice flights with trained observers, drills and no-notice exercises to ensure their level of understanding of what is expected and their ability to produce the deliverables within the time frame agreed between OSRL and the air contractor.

8.3 Flying with additional observers

The aircraft operates under a public transport AOC (Air Operator Certificate); this allows the possibility of the carriage of an observer on board the aircraft on any subsequent flights after the initial verification flight. The carriage of the additional person may impact flight times and/or dependent on incident location, weight restrictions may apply.

8.4 Extended Mobilisations

Primary aircraft is available to Service Subscribers on a first come first serve basis, for a maximum of seven (7) days. The aircraft then has to be released back for use by the other subscribers. OSRL will endeavour to assist in identifying alternative platforms for use in extended-duration mobilisations.