UKCS Capability Statement

1. Article Scope

The aim of this article is to clearly identify the resources that are available to members that have signed up to OSRL's UKCS service with specific focus on the Tier 2 aerial surveillance and dispersant capability offered by OSRL with the purpose of providing a statement regarding these services that can be used within Members' Oil Pollution Emergency Plan (OPEPs).

Any information required on equipment and personnel available from OSRL beyond the scope of these Tier 2 response services will be covered under the Member's OPEP.

2. Mobilisation of OSRL

Within an operator's OPEP, the mobilisation procedure for any OSRL service should be clearly identified. The mobilisation procedure is as follows:

- Call +44 (0) 2380 331551 and ask to speak to the OSRL Duty Manager.
- To mobilise the UKCS aerial surveillance and/or aerial dispersant application services, the OSRL Duty Manager requires receipt of a completed OSRL Mobilisation Form.
- Upon notification of an incident, onsite technical advice is available on request, with the first five response personnel (Technical Advisors) free of charge for the first five days.

Within the OPEP, there should be a copy or links to OSRL's Notification and Mobilisation Forms; current versions of these forms can be found on OSRL's Activate Us webpage.

It is important to note that OSRL should be notified of the incident or potential incident as soon as possible as this will expedite any response.

3. Using OSRL's Dispersant Services

If dispersant application is deemed a suitable response technique based upon an appropriate assessment of the situation, including potential impacts and known information such as oil type, weather conditions, etc., it is recommended that a basic field dispersant effectiveness test be carried out to ensure dispersant suitability prior to applying dispersant on a large-scale, using either vessels or aircraft. If the field dispersant effectiveness test appears to suggest the dispersant is potentially effective, then a small test spray should be conducted, which will allow a small control area to be treated, monitored and assessed. Once these tests have been conducted and based on the results, then additional assets could potentially be deployed.

If dispersant application (including test spraying) is considered a potentially suitable response technique, OPRED must be directly consulted for advice, with non-objection obtained from OPRED prior to any dispersant application undertaken.

OSRL can provide large-scale dispersant application with the use of the Boeing 727 Aerial Dispersant Aircraft. This aircraft is based in London Southend Airport, UK and has the TERSUS Spray System permanently installed.

Find out more about OSRL's Aviation Resources here.

4. Available Assets and Locations

A Piper PA-31 Navajo Aircraft positioned at Humberside Airport, UK is available to conduct aerial surveillance flights with trained observers within the UKCS region within 4-hours.

A Boeing 727 stationed at London Southend Airport, UK is available to conduct a dispersant test spray within 6 hours.

	Assets	Capability / Equipment on board	Operating Base	Deliverables

Aerial Surveillance	Piper PA-31 Navajo	• Turret designed for hydrocarbon detection:
		  ○ Ultraviolet sensor
		  ○ Infrared sensor
		  ○ HD video
		• High resolution stills camera
		• 3G/4G data connection
		• Marine VHF
		• Aviation VHF
		• Sat Comms (voice and data)
		• Aircraft tracking in real time
		• Integrated surveillance mission software
			Humberside Airport, UK (HUY / EGNJ)	• Verbal report
				• Over flight report with quantification
				• Quantification tool
				• High-resolution geo-referenced photos
				• Ultraviolet and infrared images
				• Flight track
				• Shapefiles of slick perimeters as detected on-scene
				• Full mission video footage in HD, Ultraviolet and Infrared

Aerial Dispersant	Boeing 727-252F	• Aviation VHF
		• Satellite Phone
		• Dispersant spray system:
		  ○ TERSUS 15,000 litres
		  ○ 4 hours mobilisation
			London Southend Airport, UK (SEN/EGMC)	• Full written report including spray log
				• Flight track
				• Tier 1 Dispersant Monitoring Summary (if carried out from a spotter aircraft)

		Spray speed 150 knots @ 150ft		• Visual Dispersant Monitoring Observers Log (if carried out from a spotter aircraft) (As per B727 Mob Instructions)
Aerial Dispersant Helicopter to be provided by the Operator	TC3 Helibucket	Under slung helicopter dispersant spray set. 1m3 dispersant capacity.	One located in Scalloway Harbour & one located in Inverness, UK.	• Dispersant spray log • Verbal report whilst on scene
Vessel Dispersant Vessel to be provided by the Operator	Afedo boat spray kit	Vessel-mounted dispersant delivery system	One located in Scalloway Harbour & one located in Inverness, UK.	• Dispersant spray log • Verbal report whilst on scene
Satellite Surveillance	Satellite	Radar & Optical capability	Approximately two passes of the UKCS per 24hr period.	• Written report • Shapefile of findings • KML of findings
Tier 3 response capability as per the information already within OPEP				

5. Service Provider Response Times

Under the contract that OSRL has with the UKCS Surveillance Service aircraft Provider, there are several options available to OSRL to allow a fast and effective response.

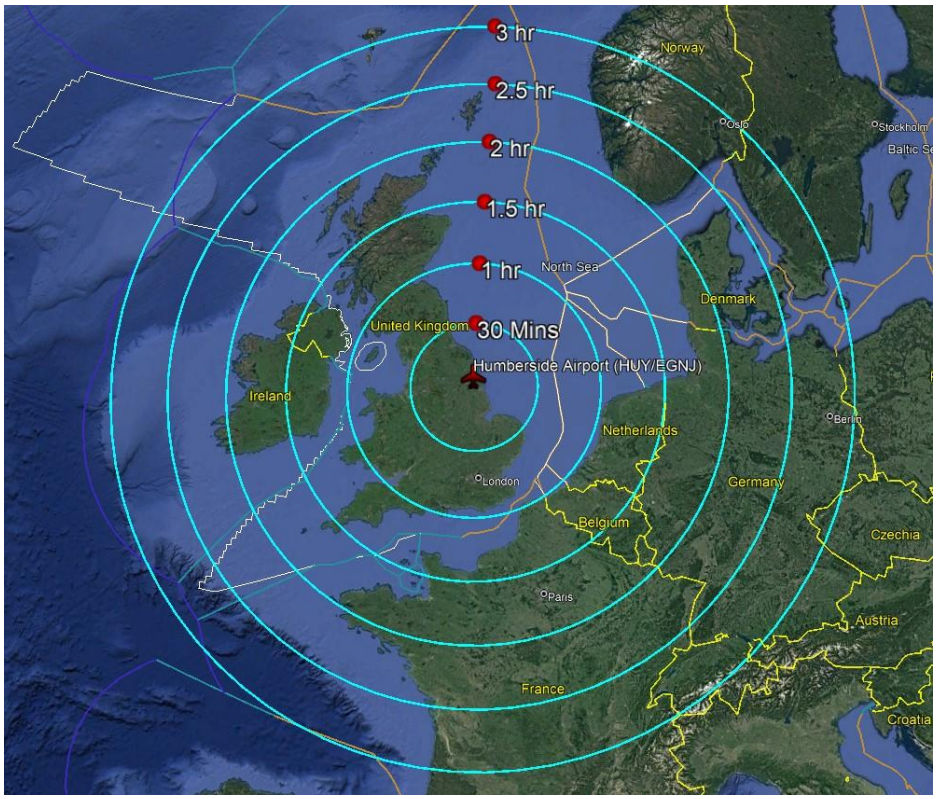
During daylight hours dedicated OSRL aircrew are on standby at Humberside Airport, UK with a dedicated surveillance aircraft. OSRL will task the aircraft within 30 minutes (i.e. inform the Service Provider of the requirement to conduct an aerial surveillance flight). The mobilisation time for this service is 60 minutes (this includes the 30 minutes tasking time). If required, the Boeing 727 can be wheels-up within 4 hours with Dasic Slickgone NS dispersant (UKCS only*) for a dispersant spraying flight during the day and can be mobilised during the night for spraying at first light**.

*For any other mobilisation or greater volumes of dispersant, response times will be as per the Participant/Associate Membership Agreement.

** Subject to Crew Flight Time Limitations.

The figures below illustrate the transit times for the Piper PA-31 Navajo and Boeing 727 aircraft, all of which have a transit time chart from their home bases. These charts give indicative flight times suitable for planning purposes. Please note these timings are from the aircraft being 'wheels up': .

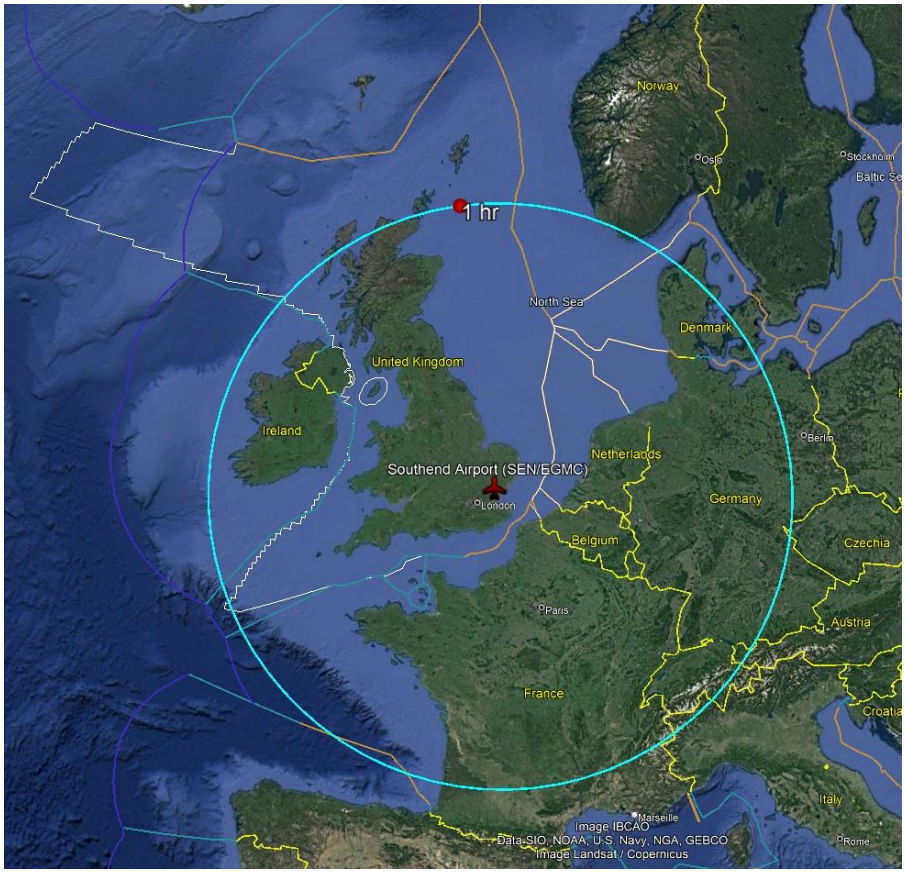
- Mobilisation time for the Piper PA-31 Navajo is 1 hour from receipt of a Mobilisation Authorisation Form.
- Mobilisation time for the Boeing 727 is 4 hours from receipt of a Mobilisation Authorisation Form.



Flight Hours	Range	Task Hours
1:00	180 nm	3:00
1:30	270 nm	2:15
2:00	360 nm	1:45
2:30	450 nm	1:00
3:00	540 nm	0:30

PA-31 Navajo Aircraft

Home base: Humberside Airport, UK



Boeing 727 Aircraft 1 hour range from ‘wheels up’

Home base: London Southend Airport, UK

6. Response Times

Conduct verification/ quantification flight	Determine dispersant effectiveness - by conducting a dispersant test spray	Conduct large-scale dispersant application
0-4hrs	Within 6 hours	Within 18 hours

Mobilisation, Tasking and transit times are all dependent upon operational constraints and excusable delays:

'Operational constraints' may dictate a requirement for an additional fuel stop (e.g. at Aberdeen or Inverness Airports) in order to extend the duration of the aircraft time on the scene for the extremities of the UKCS. For a mobilisation of the aircraft late afternoon/early evening it may only be possible to relocate the aircraft to the most appropriate airport within the crew's flight limitation. This proactive movement will enable the requested surveillance flight to proceed at first light the next day. OSRL will provide the mobilising party with an estimated time of arrival on scene when the aircraft is mobilised.

An **'Excusable Delay'** means a delay caused by weather conditions, restrictions imposed by a statutory authority or air traffic controllers, fuel contamination or lack of fuel supply, withdrawal of aircraft due to unscheduled maintenance, withdrawal of aircraft due to manufacturers or any airworthiness authorities recommendations, pilots discretion, crew availability due to statutory limitations, flight time limitations, practical constraints such as local airfield services availability or as a consequence of default or negligence by the customer.

7. What do I put in my OPEP:

The following statement from this article should either be inserted, or the information referred to in the Operators relevant OPEP. This statement is not intended to replace the resource mobilisation instructions contained within the OPEP, nor does it replace any other information relating to the Tier 2 & 3 capability.

"Tier 2 & 3 response services such as the UKCS aerial surveillance service and aerial dispersant capability are provided by Oil Spill Response Ltd (OSRL). For more details on these services including specific response times, please follow the link below. The link also contains important information which OPRED may require should the Operator be considering the use of the Tier 2 aerial dispersant application system. This statement does not grant approval to spray or apply dispersant. If dispersant application (including test spraying) is considered as a potentially suitable response technique, OPRED must be directly consulted for advice, and with non-objection obtained from OPRED prior to any dispersant application undertaken.

SLA response equipment is housed in secure facilities in Southampton (UK), Fort Lauderdale (USA), Bahrain and Singapore. Response equipment is customs cleared and response ready. For a complete list of equipment refer to OSRL's website (www.oilspillresponse.com) and refer to the equipment stockpile status report.

To mobilise these services call +44 (0) 2380 331551 and ask for the OSRL Duty Manager."

Please note that this document in no way covers all aspects of the UK regulatory and guidance requirements.

Version History:

Version 5.0 updated 07.04.16

Version 6.0 updated 17.12.18

Version 7.0 updated 19 July 2022

Version 7.1 updated November 2022 – Aircraft location changes

Version 7.2 updated August 2023 – Aircraft location changes