OSRL United Kingdom Continental Shelf (UKCS) Services Capability Statement

1. Article Scope

This article aims to clearly identify the resources that are available to members who have signed up to OSRL's UKCS Aerial Surveillance service with a specific focus on the Tier 2 aerial surveillance capability and the aerial dispersant application capability offered by OSRL to provide 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 OSRL, including 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 within OSRL's Activation Procedure. It is important to note that OSRL should be notified of the incident or potential incident as early as practicable 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, additional assets could potentially be deployed.

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

OSRL can provide wide-area aerial dispersant application with the use of the Boeing 727 aircraft. This aircraft is based at London Southend Airport, UK and has the TERSUS spray system permanently installed at four hours' readiness to respond.

Find out more about OSRL's Aviation services here.

4. Available Assets and Locations

	Asset(s)	Capability / Equipment	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
		  ○ Spray speed 150 knots @ 150ft
			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)

Aerial Dispersant Helicopter to be provided by the Operator	TC3 Heli bucket	Under slung helicopter dispersant spray set. 1m^3 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

5. Service Provider Response Times

Under the contract that OSRL has with the UKCS aerial 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. The mobilisation time for this service is 60 minutes (this includes the 30 minutes tasking time).

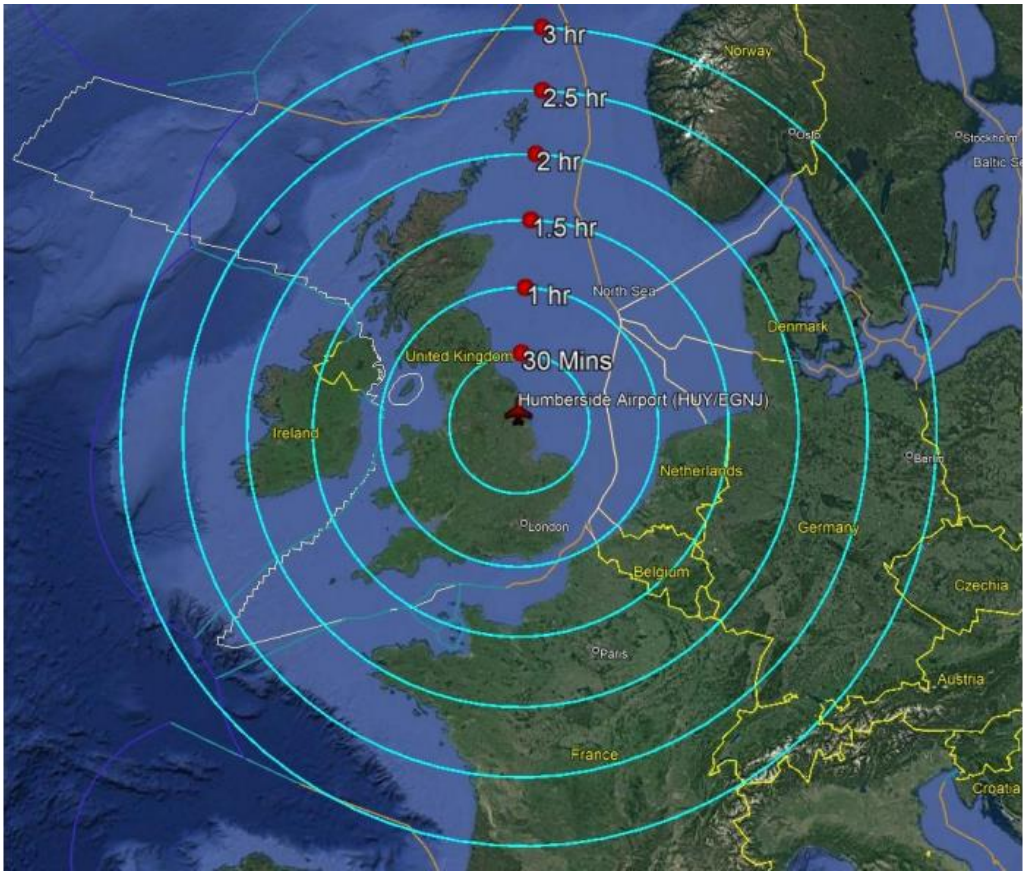
If required, the Boeing 727 aircraft can be wheels-up within 4 hours with Dasic Slickgone NS dispersant (UKCS only*) for a dispersant spraying flight during the day and can be mobilised during the night for spraying at first light**.

**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 Form.
- Mobilisation time for the Boeing 727 is 4 hours from receipt of a Mobilisation Form.



PA-31 Navajo Aircraft

Flight Indicative Flight Times		
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

Boeing 727 Aircraft 1 hour range from 'wheels up'

6. Response Times

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) 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 and 3 response services, such as the UKCS aerial surveillance service and aerial dispersant application capability, are provided by OSRL. Further details about these services, including specific response times, can be found in the UKCS Services Capability Statement. This statement contains important information that OPRED may require should the Operator consider using the Tier 2 aerial dispersant application capability. This statement does not grant approval to spray or apply dispersant. If dispersant application is considered a potentially suitable response technique, OPRED must be directly consulted for advice. A non-objection must be obtained from OPRED before any dispersant application is undertaken.*

SLA response equipment is stored and response ready in secure facilities in Southampton (UK), Fort Lauderdale (USA), Bahrain and Singapore. For a complete list of equipment, refer to the SLA Equipment Stockpile Status Report on OSRL's website.

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