1. Introduction

International Air Response (IAR) has been contracted by Oil Spill Response Limited (OSRL) to provide global aerial dispersant delivery capability.

IAR will maintain a 24-hour operational capability to respond to mobilisation calls within 10 minutes. Additionally IAR will aim to provide exercise response details within 6 hours.

The Hercules C-130A aircraft consists of 1 Rapid Installation and Deployment Spray System (RIDSS) with a maximum capacity of 3,600 USG (13,000 litres). The aircraft has been based at Senai International Airport Air Cargo Terminal (WMKJ), Malaysia with an onsite stockpile of dispersant (Finasol OSR 52, Dasic Slickgone NS, Corexit 9527 and Corexit 9500).

OSRL maintains a response ready state for all aerial dispersant operations.

Purpose

This mobilisation and logistics planning guide is an aid to assist in the planning and understanding of the processes for the mobilisation and initial deployment phases of the IAR Hercules C-130A dispersant system. This helps to ensure that operational capability is delivered on time, as efficiently as possible to arrive at the spill site during the window of opportunity for dispersant application. This guide covers the following:

- Technical specifications of the aircraft
- Mobilisation instructions
- Flight times to various destinations
- Flight clearances and permits
- What OSRL will provide
- What support is required from the client
- Dispersant types available
# 2. Technical Specifications

## Type of Aircraft
- 1x Hercules C-130A aircraft
- Call sign: N-119TG
- 3,600 USG (13,000 litres) maximum capacity tank with RIDSS system
- Transit speed: 300 knots at 10,000 ft altitude
- Spray speed: 130 - 170 knots at 75 – 100 ft altitude
- Approximate flight range and endurance (One way):
  1. Fully loaded with dispersant - 780nm in 3h
  2. Empty tank - 2080nm in 8h

## Operator
- International Air Response (IAR) Inc, United States
- 2 sets of crew each comprising of Captain, First Officer, Flight Engineer
- No third party work but Global Humanitarian support on behalf of OSRL

## Location
- Senai International Airport, Air Cargo Terminal (WMKJ), Malaysia

## Response Pre-requisites
Ensure low level flying and spraying permission are granted:
1. Obtain permission to use dispersant from appropriate regulatory agency
2. OSRL is able to provide the template that contains all the information with regards to the aerial mission to be submitted to the leading government agency for approval

## Aircraft Communications
- 2 x VHF Radios
- 1 x Marine Band for Air to Sea communications
- 1 x SATCOM for voice and text messages
- 1 x Sky Connect for ‘live’ position GPS Tracker
- 1 x SATLOC for dispersant spray application and monitoring system

## Dispersant Operations Specifications (range where appropriate)
- RIDSS internal dispersant system permanently fitted
- Controlled from flight deck by Flight Engineer
- 3 x AC centrifugal pumps with maximum 2 in operation

### Dispersant Operation
- Dose rate: 1 – 8 gal/acre; Flow rates: 45 – 360 gal/min
- Swath width: 152 ft (at nominal spray configuration of 5 gal/acre and 265 gal/min; at 75 ft altitude)

**Dispersant loading**
- 2 x spate pumps** (1 x spare)
- 20 m rigid suction/discharge hoses, IBC couplings
- 1m x 1m collapsible bund
- PPE

**Selwood Spate 75C Specifications**
Capacity: 8,400 gal/h (31,800 litres/h)  
Total Head: 130 ft (40 m), Delivery Head- 100 ft (30.5 m)  
Pump ends: 2” Camlock suction discharge

<table>
<thead>
<tr>
<th>Airport Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Max all-up take off weight is 124,200 lbs</td>
</tr>
<tr>
<td>- Required runway length 4,900 ft (at 124,000 lbs, 1000 ft field elevation and 20 °C)</td>
</tr>
</tbody>
</table>

Table 1: Technical Specification
3. Mobilisation

**OSRL** Members may mobilise the Aerial Dispersant Service by calling **OSRL** at the number provided.

Notify **OSRL** Duty Manager:
+ 65 6266 1566

The Duty Manager (DM) will call back to the number(s) provided, and will request all relevant information plus the Mobilisation Authorisation Form **signed by Nominated Authority**. A delay in providing these forms may possibly delay the response.

The DM will contact IAR to notify and/or mobilise the aircraft. The DM will promptly follow up the call to mobilise with an email detailing location and type of mobilisation. The Aircraft will be response ready in 6 hrs which includes fuelling and dispersant loading (if necessary).

An aircraft work order must be provided prior to take off which will be provided by OSRL.

**Mobilisation Type**

In the case of a potential incident, OSRL DM will contact IAR and give them prior notice. The DM has two options with regards to the aircraft.

**Pro-active mobilisation**: Notification to all parties to begin preparing the aircraft for possible flight mission but no actual take off (so block flight hours do not start counting down)

**Mobilisation**: Same as above but involves the actual take off of the aircraft

The IAR Hercules is response ready in 6 hours which includes fuelling and if required, dispersant loading.

**Aircraft Location**

The aircraft is located at Senai International Airport, Air Cargo Terminal (WMKJ):

81250 Johor Bahru,
Johor, Malaysia
OSRL Client

**SPILL**

Assessment of severity and strategy selection using NEBA

**Are Oil Spill Response Tier3 dispersant services required?**

- **Yes**
  - Notify Oil Spill Response Duty Manager:
    
    Email Mobilisation Authorisation Form signed by Nominated Callout Authority to Oil Spill Response Duty Manager:
    
    singaporedms@oilspllresponse.com
    
    Assist in obtaining:
    
    - Permissions to Spray Dispersant and low level flying via the use of IAR and Hercules C-130A
    
    Mobilise
    
    Maintain contact with Oil Spill Response Duty Manager
    
    Information required:
    
    Oil Spill Response Notification Form

- **No**
  - Notify Oil Spill Response Duty Manager and consider the need for standby or potential to escalate. Continue to monitor and evaluate situation.
## 4. Indicative Flight Times

<table>
<thead>
<tr>
<th>S/N</th>
<th>Country</th>
<th>Airports</th>
<th>Dispersant with</th>
<th>Total Flight Time (h)</th>
<th>Transfer Stops</th>
<th>Step 1</th>
<th>Step 2</th>
<th>Step 3</th>
<th>Flight Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Bahrain</td>
<td>Bahrain</td>
<td>6,700</td>
<td>15</td>
<td>1</td>
<td>Maldives</td>
<td>-</td>
<td>-</td>
<td>[7.0] (Seletar - Maldives) + [1] (on ground) + [7.0] (Maldives - Bahrain)</td>
</tr>
<tr>
<td>3</td>
<td>Brunei</td>
<td>Brunei</td>
<td>12,900</td>
<td>2.7</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[2.7] (Seletar - Brunei)</td>
</tr>
<tr>
<td>4</td>
<td>Cambodia</td>
<td>Phnom Penh</td>
<td>12,800</td>
<td>2.4</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[2.4] (Seletar - Phnom Penh)</td>
</tr>
<tr>
<td>5</td>
<td>China</td>
<td>Beijing</td>
<td>2,800</td>
<td>9.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[9.0] (Seletar - Beijing)</td>
</tr>
<tr>
<td>6</td>
<td>China</td>
<td>Beijing</td>
<td>10,500</td>
<td>10</td>
<td>1</td>
<td>Hong Kong</td>
<td>-</td>
<td>-</td>
<td>[5.0] (Seletar - Hong Kong) + [1.0] (on ground) + [4.0] (Hong Kong - Beijing)</td>
</tr>
<tr>
<td>7</td>
<td>India</td>
<td>Mumbai</td>
<td>4,800</td>
<td>8.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[8.0] (Seletar - Mumbai)</td>
</tr>
<tr>
<td>8</td>
<td>India</td>
<td>Mumbai</td>
<td>8,800</td>
<td>12</td>
<td>2</td>
<td>Chennai</td>
<td>Ahmedabad</td>
<td>-</td>
<td>[6.0] (Seletar - Chennai) + [1.0] (on ground) + [3.0] (Chennai - Ahmedabad) + [1.0] (on ground) + [1.0] (Ahmedabad - Mumbai)</td>
</tr>
<tr>
<td>9</td>
<td>Indonesia</td>
<td>Jakarta</td>
<td>12,800</td>
<td>2.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[2.0] (Seletar - Jakarta)</td>
</tr>
<tr>
<td>10</td>
<td>Korea</td>
<td>Seoul</td>
<td>10,500</td>
<td>11</td>
<td>1</td>
<td>Manila</td>
<td>-</td>
<td>-</td>
<td>[5.0] (Seletar - Manila) + [1.0] (on ground) + [5.0] (Manila - Seoul)</td>
</tr>
<tr>
<td>11</td>
<td>Malaysia</td>
<td>Labuan</td>
<td>12,300</td>
<td>2.8</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[2.8] (Seletar - Labuan)</td>
</tr>
<tr>
<td>12</td>
<td>Malaysia</td>
<td>Kerteh</td>
<td>12,303</td>
<td>1.1</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[1.1] (Seletar - Kerteh)</td>
</tr>
<tr>
<td>13</td>
<td>Philippines</td>
<td>Puerto Princesa</td>
<td>12,900</td>
<td>4.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[4.0] (Seletar - Puerto Princesa)</td>
</tr>
<tr>
<td>14</td>
<td>Russia</td>
<td>Yuzhno-Sakhalin</td>
<td>1,560</td>
<td>14.3</td>
<td>1</td>
<td>Naha</td>
<td>-</td>
<td>-</td>
<td>[7.8] (Seletar - Naha) + [6.5] (on ground) + [5.5] (Naha - Yuzhno)</td>
</tr>
<tr>
<td>15</td>
<td>South Africa</td>
<td>Johannesburg</td>
<td>8,700</td>
<td>22.5</td>
<td>2</td>
<td>Maldives</td>
<td>Mauritius</td>
<td>-</td>
<td>[7.0] (Seletar - Male) + [1.0] (on ground) + [7.0] (Male - MAURITIUS) + [1.0] (on ground) + [6.5] (MAURITIUS - JOHANNESBURG)</td>
</tr>
<tr>
<td>16</td>
<td>Taiwan</td>
<td>Sungshan</td>
<td>5,100</td>
<td>6.7</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[6.7] (Seletar - Sungshan)</td>
</tr>
<tr>
<td>17</td>
<td>Thailand</td>
<td>Bangkok</td>
<td>12,300</td>
<td>3.0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[3.0] (Seletar - Bangkok)</td>
</tr>
<tr>
<td>18</td>
<td>Thailand</td>
<td>U-Tapao, Sattahip</td>
<td>12,300</td>
<td>3.7</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[3.7] (Seletar - U-Tapao)</td>
</tr>
<tr>
<td>19</td>
<td>Vietnam</td>
<td>Ho Chi Minh</td>
<td>12,300</td>
<td>2.3</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[2.3] (Seletar - Ho Chi Minh)</td>
</tr>
<tr>
<td>20</td>
<td>Vietnam</td>
<td>Da Nang</td>
<td>12,000</td>
<td>3.8</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>[3.8] (Seletar - Da Nang)</td>
</tr>
</tbody>
</table>

Table 2: Indicative IAR flight times (Flight times between Seletar Airport and Senai International Airport is approximately 30 minutes)

The indicative flight times should be used for guidance purposes only and are subjected to obtaining flight clearances, landing permits, ground handling time, adverse weather conditions or any other unforeseen circumstances which could delay the flight. As with any response, there will be factors outside of OSRL’s control which could affect the response times and every endeavour will be taken to ensure a timely mobilisation.
5. Flight Clearances

Before leaving Malaysia, OSRL will raise the aircraft work order for IAR from the information gathered by the client and mission parameters.

Over flight clearances and technical stop clearances (for aircraft servicing, routine/ non-routine maintenance, crew rest, customs and immigration clearances) which are valid for a few days to a week, will be obtained by IAR. These clearances, however do not allow any commercial activities to be carried out during the technical stop. In addition, the general declaration document (which allows the crew to stay in country temporarily without visas) will also be filled in by IAR.

Should there be a need for the use of Hercules C-130A to respond to the emergency oil spill incident, permission must be granted from the leading government agency before IAR is able to perform the necessary aerial missions to respond to the oil spill. OSRL is able to provide the template which contains the details for the aerial mission (e.g. Hercules C-130A operated by IAR, mission types such as Low level flying, Aerial dispersant application and Aerial Surveillance and type of dispersant to be used, etc). The client should assist in obtaining such permissions from the leading government agency, ideally during peace times.

Permission must be obtained from the leading government agency by the client, should they require the use of aerial dispersant services. Such permission should be sought for as soon as possible during an oil spill incident. IAR will be able to fly to the required staging airports*. However, without the permission from the government, IAR will not be able to perform any aerial works pertaining to the oil spill incident. The process of obtaining such permission should be done during peace times in the form of exercises or drills.

* Subject to overflight and technical stop clearances
6. Crew

IAR aviation crews are on standby 24 hours a day, all year round. In a mobilisation, the aircrew will transit to the designated staging airport and do not require in country visas for the first 72 hours (varies between countries). As mentioned, they will not be allowed to engage in any commercial activities. After this period, the aircrew will need visas to remain in the country to perform the required aerial works.

To ensure a timely response, support will be expected from the client/OSRL to expedite the visa process where possible for the aircrews as this is critical in getting the crew and dispersant in country and ready to respond, especially for prolonged response periods.

A second crew will also be on board the aircraft so that the crews can be rotated and not delay the response as far as reasonably practicable. The aircrew will consist of two pilots, two first officers and two flight engineers.

Crew hours

As a basic rule, Federal Aviation Administration (FAA) stipulates that the aircrew must have 8 hours of rest time in between flight time.

The most taxing period of an operation is the initial phase when the crew is required to prepare the aircraft, to relocate to the required staging airport and to perform the spraying operation. However, this taxing period will end by sunset where the dispersant spray operation will have to cease.

<table>
<thead>
<tr>
<th>Crew</th>
<th>Duty period</th>
<th>Flight time in a single duty period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum 1 set to operate: (1 captain, 1 first officer and 1 flight engineer)</td>
<td>(Inclusive of flight and working on the ground)</td>
<td></td>
</tr>
<tr>
<td>1 set</td>
<td>16</td>
<td>10</td>
</tr>
<tr>
<td>2 sets</td>
<td>19</td>
<td>No stated limits</td>
</tr>
</tbody>
</table>

Table 3: Flight and rest time of IAR crew
## 7. Responsibility Matrix

<table>
<thead>
<tr>
<th>Task</th>
<th>OSRL</th>
<th>Aircraft Operator</th>
<th>Service Subscriber</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notification of Incident</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notification form &amp; signed Mobilisation form</td>
<td>√</td>
<td></td>
<td>√</td>
</tr>
<tr>
<td>Modelling support for tracking spilled oil</td>
<td>√√</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Generate aircraft work order</td>
<td>√√</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Booking of any commercial flights and accommodation for air crew and observers</td>
<td>√√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Over flight clearances/ landing permits</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>To obtain permission from leading government agency for aerial operations via the use of IAR and Hercules C-130A</td>
<td>√</td>
<td></td>
<td>√√</td>
</tr>
<tr>
<td>Applying for necessary visas and work permits for aircrew and personnel</td>
<td>√√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Chartering aircraft for dispersant (top-up)</td>
<td>√√</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In country logistical support</td>
<td>√</td>
<td></td>
<td>√√</td>
</tr>
<tr>
<td>Aircraft handling, customs clearance, refuelling, dispersant loading/unloading (in country)</td>
<td>√</td>
<td>√√</td>
<td></td>
</tr>
<tr>
<td>Task</td>
<td>OSRL</td>
<td>Aircraft Operator</td>
<td>Service Subscriber</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>------</td>
<td>------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Request of spotter aircraft in country</td>
<td></td>
<td></td>
<td>√√</td>
</tr>
<tr>
<td>Aircraft flight path and spray path coverage of</td>
<td>√√</td>
<td>V</td>
<td></td>
</tr>
<tr>
<td>sortie (Sky Connect)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Formal Reporting</td>
<td>√√</td>
<td>V</td>
<td></td>
</tr>
<tr>
<td>Supply of daily cost sheets and invoicing</td>
<td>√√</td>
<td>V</td>
<td></td>
</tr>
<tr>
<td>Demobilisation from the incident including</td>
<td>V</td>
<td></td>
<td>√√</td>
</tr>
<tr>
<td>signed demobilisation form</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide Purchase Order Number</td>
<td>V</td>
<td></td>
<td>√√</td>
</tr>
<tr>
<td>Paying the operator</td>
<td>√√</td>
<td></td>
<td>V</td>
</tr>
<tr>
<td>No Notice drills</td>
<td>√√</td>
<td></td>
<td>V</td>
</tr>
</tbody>
</table>

Table 4: Responsibility Matrix
8. Sky Connect

Sky Connect is a program that OSRL/ IAR uses to track the IAR aircraft when it is on a flight sortie.

![Sky Connect Tracklog Example](image)

Figure 1: Example of a tracklog of an aircraft on a sortie using Sky Connect

9. Dispersant

The Hercules C-130A RIDSS system can fly fully laden to any spill location. The weight of the dispersant does not affect the air speed of the aircraft but the overall range is reduced before needing to refuel. To ascertain whether it is more efficient to fly with dispersant or to charter a cargo aircraft to bring the dispersant in country will depend upon several variables including:

- Reduced coverage of the aircraft with full payload and its effect on response times
- Scale and duration of the response
- Availability of dispersant in country
- Availability of charter aircraft
- Dispersant type required and the approval for use
- Flight times for chartered aircraft transporting dispersant
Aerial dispersant Authorisation

OSRL can provide as much assistance as possible with aerial dispersant operations pre-approval through logistics and technical support. Technical liaison support can be provided to assist with pre-approval with the regulator.

Supply Chain

For an extended response and to ensure the availability of dispersant for ongoing aerial dispersant spraying operations, a continual supply of dispersant will be required either from in-country or through OSRL Service Level Agreement (SLA) stockpiles. This can be organised through OSRL but needs to take into account the limitations of flying liquid cargo on commercial aircraft.

Due to a Service Letter from Boeing Commercial Aviation Services, there is a current advisory on all Boeing aircraft for a limit on liquid cargo to 42% of the total cargo. This may reduce the availability of aircraft and result in higher chartering costs to move the same amount of cargo on alternative air platforms i.e. Airbus, Antonov, Ilyushin, etc.

OSRL works closely with our air charter broker to ensure that equipment can be mobilised around the world as quickly as possible. This is regularly tested through exercises and spills. We have a global contract signed with our charter brokers and agreed aircraft charter terms which means that we can normally respond as soon as an aircraft is available and the mobilising member has given written authorisation for the costs. The maximum time for OSRL to receive flight options in a spill is six hours.

Although it is subjected to fluctuating aviation markets and aircraft availability, OSRL expects to have an aircraft available and loaded with dispersant within 24 - 48 hours. During this time, OSRL will also have all import paperwork completed including, Commercial Invoices and Airway Bills. If any extra paperwork is required (such as Certified Certificates of Origin or translations), it will increase the mobilisation time.

<table>
<thead>
<tr>
<th>Aircraft type</th>
<th>Estimated number globally for cargo</th>
<th>Estimated short notice spill availability</th>
<th>Cargo capacity (tonnes)</th>
<th>Capacity following Service Letter (tonnes)</th>
<th>World coverage (potential)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boeing 747/777</td>
<td>150</td>
<td>10</td>
<td>100-130</td>
<td>42-50</td>
<td>Global</td>
</tr>
<tr>
<td>Antonov 124</td>
<td>24</td>
<td>2-3</td>
<td>100</td>
<td>100*</td>
<td>Global</td>
</tr>
<tr>
<td>Antonov 225</td>
<td>1</td>
<td>1</td>
<td>250</td>
<td>250*</td>
<td>Global</td>
</tr>
<tr>
<td>Ilyushin IL 76</td>
<td>7 (that can land in the UK)</td>
<td>1-2</td>
<td>45</td>
<td>45</td>
<td>Global - shorter journeys</td>
</tr>
<tr>
<td>MD11</td>
<td>9</td>
<td>1-2</td>
<td>85</td>
<td>85</td>
<td>Africa centric with some USA</td>
</tr>
</tbody>
</table>

*Those figures may reduce due to volume constraints and are subject to an ongoing investigation into pressurisation of holds.

Table 2: Air cargo carrier global availability indicative estimates
Dispersant Spraying and Refuelling

For repeated sorties, if there is dispersant available at the airport, the aircraft can be reloaded in 60 minutes if being filled by individual IBCs, but this will depend on the location of the dispersant stockpile and available ground handling assistance. The IAR crew together with OSRL mission specialists will load the dispersant. The aircraft will be refuelled between each sortie. It is expected that IAR will normally achieve three sorties a day but this is dependent upon dispersant supply, ground handling facilities, distance of the spill site from the staging airport, airport traffic, weather etc.

In the event that all the dispersant has not been used in a spray sortie, it is possible for the aircraft to land with the remaining dispersant on board.

Spotter Aircraft

In order to maximise the operational effectiveness and increase encounter rate, it is recommended that a spotter aircraft is also mobilised to provide top-cover support.

The use of a light aircraft will be the primary option for use. The main requirements of the spotter aircraft are, sufficient communication between the two aircraft so they can be directed towards any spill, enough endurance for a single spray operation before needing to refuel and space onboard for an OSRL trained observer. The aircraft will communicate on normal Aviation Band VHF.

If available, a spotter aircraft can be used to direct the aircraft into position which will increase the effectiveness of the dispersant runs and ensure the Hercules C-130A is on target. The client will have to provide this in country where possible.
10. Costs

In the event of a mobilisation, the below fees will be applied for the conduct of aerial dispersant operations or be made available on standby in country:

- Daily standby fee US$9,250 per day (applicable on days where flights are not carried out and charged on a daily basis)
- Response flights US$8,500 per hour (subject to a minimum charge of the daily standby fee)

The above rates apply in respect of 'normal' response operations where the aircraft is deployed and utilised for up to a maximum of 10 days. Daily charges for non flying standby periods of greater than 10 days duration where the aircraft flies on average for less than 2 hours per day during that period will be charged at US$17,000 per day and will require special consideration.

Direct operating costs will be charged as incurred to Members, including but not limited to fuel and handling charges. Non-members will be charged an additional 15% administration fee to these direct operating costs.

The estimated costs for each sortie with dispersant (load with 12,000 litres of dispersant), the client will be charged:

- Corexit 9500 – US$ 142,653
- Corexit 9527 – US$ 148,933
- Slickgone NS – US$ 34,324
- Finasol OSR 52 – US$ 143,748
11. Additional Information

Table Top Exercises

During any table top exercise, the client can call through to the DM to get real time flight information to any location with the Hercules C-130A free of charge. OSRL can also arrange actual participation of IAR and the aircraft in a client exercise at published response rates.

Trainings

OSRL is responsible to ensure that trainings are being conducted by IAR. In addition, OSRL will incorporate the logistical support from the ground handlers to simulate aerial dispersant loading and spraying. These trainings include:

- Aerial dispersant spraying (using water)
- Use of surveillance equipment
- Coordination with vessel operations
- Data management

The trainings are backed up with drills and no notice exercises to ensure their level of understanding of what are expected and their ability to produce the deliverables within the time frame agreed between OSRL and IAR.