

Technical Information Sheet

WEST AFRICAN SURVEILLANCE PLATFORM (WASP)



OSRL, in partnership with Action Air Environnement (AAE), has created a service which combines technology with unprecedented regional coverage for improved situational awareness.

WASP Service Overview:

- Two Cessna 337G Skymaster aircraft
- Wheels up within 4hrs of mobilisation
- Safety of twin engines and greater inflight stability
- Overhead wings allow the Observer clear visibility
- Cameras: digital SLR and thermal cooled infrared (FLIR SC700)
- Communication: satellite phone, aviation VHF, marine VHF and Automatic Identification System
- Tracking: 'Spidertracks' show the live flight path and text communication capability
- On board: Pilot + Systems Operator capture data and communicate the spill status
- Verbal report upon leaving the survey area, followed by a written report including quantification, aircraft track, supporting images and treatment recommendations.
- Ability to carry passengers i.e. Operators, Regulators
- Full details found in the '[WASP Mobilisation and Logistics Guide](#)' on the OSRL website

Why is Aerial Surveillance critical to a successful oil spill response operation?

- Early situational awareness, through aerial surveillance, leads to informed and justified decision making
- Provides timely, accurate and high-quality information (multiple overflights per day)
- Verifies the location of the spill and can identify the source of the spill
- Identifies the direction of the spill (indicates if the spill could impact sensitivities and therefore assists in prioritising sensitive sites when forming the response strategy)
- Quantifies the amount of oil on the water's surface
- Gives an indication of oil weathering which would affect the decision on the response strategy (type of equipment chosen)
- Validates oil spill modelling
- Eliminates any false spill reports
- Provides photographic evidence of the spill to illustrate to the Incident Management team and regulators (or show absence of a spill)

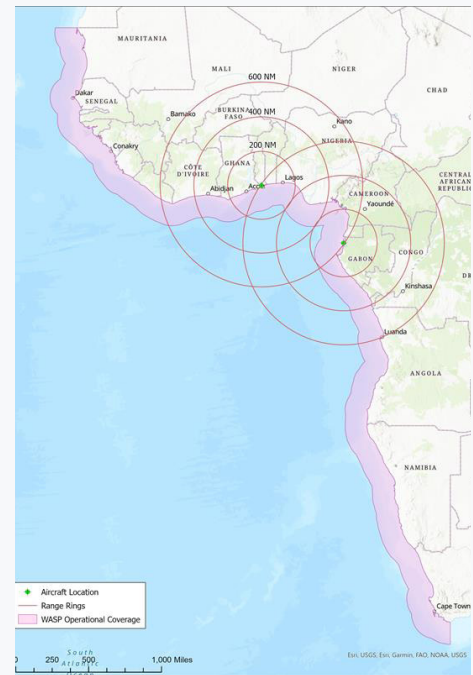


FLIGHT TIMES

Coverage extends from the Northern Boundary of Mauritania to the Southern point of South Africa and the adjoining sea for a distance of 150 miles from the coast.

Coverage outside of these boundaries will be considered on a case by case basis.

| Base | Destination | Distance (Nm) | Flight Time |
|-----------------|---------------|---------------|---------------|
| Libreville | Sao Tome | 162 | 1 hr 25 mins |
| Libreville | Malabo | 205 | 1 hr 50 mins |
| Libreville | Cabinda | 390 | 3 hrs |
| Libreville | Pointe Noire | 345 | 2 hrs 50 mins |
| Lome/Libreville | Port Harcourt | 355/346 | 2 hrs 45 mins |
| Lome | Lagos | 132 | 1 hr |
| Lome | Abidjan | 318 | 3 hrs |
| Lome | Takoradi | 192 | 1 hr 30 mins |
| Lome | Escravos | 240 | 1hr 50 mins |



Range rings illustrate the indicative coverage of both aircraft from their operational bases in Togo and Gabon.

BANDING

As an industry cooperative, our membership model is built around sharing capability and producing efficiencies in cost.

Annual costs to run the service are divided up between subscribers of the service each year. Each subscriber has the option to pay for either a Band 1, 2 or 3 coverage;

Band 1 = one named country covered

Band 2 = two named countries covered

Band 3 = 3+ countries - complete coverage across the West African region



CONTACT

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