Resource Name	Resource Id	Resource Kind	Resource Subkind
D9 VOSS Trailer and Gear 48-002		Equipment	Pump
HC144A - 2301	2301	Aircraft (Fixed Wing)	SAR/Law Enforcement
HC144A - 2305	2305	Aircraft (Fixed Wing)	SAR/Law Enforcement
HC144A - 2305	2305	Aircraft (Fixed Wing)	SAR/Law Enforcement
HC144A - 2305	2305	Aircraft (Fixed Wing)	SAR/Law Enforcement
HC144A - 2308	2308	Aircraft (Fixed Wing)	SAR/Law Enforcement
HC144A - 2308	2308	Aircraft (Fixed Wing)	SAR/Law Enforcement
HC144A - 2308	2308	Aircraft (Fixed Wing)	SAR/Law Enforcement
MH60J - 6010	6010	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6508	6508	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6531	6531	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6540	6540	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6540	6540	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6556	6556		
MH65C - 6576	6576	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6576	6576	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6605	6605	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6605	6605	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6605	6605	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6605	6605	Aircraft (Helicopter)	SAR/Law Enforcement
MH65C - 6605	6605	Aircraft (Helicopter)	SAR/Law Enforcement
WPB - 87332	87332	Vessels	SAR/Law Enforcement Vessel

Resource Type	Status	ETA	Assignment
	Available		Operations
1	Assigned		Unassigned
	Assigned		Unassigned
1	Assigned		Operations - Air Operations
	Available		Unassigned
	Assigned		Unassigned
1	Assigned		Operations - Air Operations
	Available		Unassigned
2	Assigned		Operations - Air Operations
	Assigned		Operations
3	Assigned		Operations - Air Operations
	Assigned		Operations
3	Available		Unassigned
	Assigned		Operations
	Assigned		Operations
	Assigned		Operations - Air Operations
	Assigned		Operations - Air Operations
	Available		Unassigned
	Available		Unassigned
	Assigned		Unassigned
	Available		Operations - Air Operations
	Ordered	211402ZAPR10	Operations

Agency	Actual Location	Position Title	Comments
			Reported to Mobile
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AVTRACEN MOBILE			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AVTRACEN MOBILE			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CG AIRSTA NEW ORLEANS			
USCG - CGC RAZORBILL			

Secondary Kind(s)	Check-In Date/Time	Check-In Location
Equipment		
Aircraft (Fixed Wing)		
Aircraft (Fixed Wing)		
Aircraft (Fixed Wing)		
Aircraft (Fixed Wing); Personnel; Personnel Crews-Teams		
Aircraft (Fixed Wing)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		
Aircraft (Helicopter)		

Leader Name	Contact Phone Number	Total Num Personnel	Location	ICS Position Qualifications

Field Verified	Channel/Frequency	Manifest	Equipment Weight	Order/Request Num	Home Base
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			
No		No			

Departure Point	Method of Travel	Other Special Qualifications	Entered By
			[redacted]

AIRCRAFT TRACKING FILE - 23 JUL 2010 / 0109 Z

ISO DH - Engaged Airframes Only (Enroute or in Theater within 30 Days)

	OPERATIONS							
	PARENT UNIT	TYPE	LOCATION	NUMBER	DISTRICT	[redacted]		
1	ATLANTIC CITY	H65	MOB	6559	1	[redacted]		
2	CAPECOD	H60	MOB	6025	1	[redacted]		
3	BORINQUEN	H65	MOB	6579	7	[redacted]		
4	CLEARWATER	C130	CLR	15xx/17xx	7	[redacted]		
5	CLEARWATER	H60	CLR	60xx	7	[redacted]		
6	CLEARWATER (OPB)	H60	CLR	60xx	7	[redacted]		
7	HITRON	H65	NOLA	6547	7	[redacted]	Right hand center fuel cell replacement	27 JUL 2010 / 2359 Z
8	HITRON	H65	NOLA	6554	7	[redacted]		
9	HITRON	H65	NOLA	6594	7	[redacted]		
10	MIAMI	H65	MOB	6608	7	PMC	CO pilots audio control panel inop	22 JUL 2010 / 2200 Z
11	MIAMI	HU25	MIA	21xx	7	[redacted]		
12	ATC MOBILE	C144	MOB	23xx	8	[redacted]		
13	ATC MOBILE	C144	MOB	23xx	8	[redacted]		
14	ATC MOBILE	H60	MOB	60xx	8	[redacted]		
15	ATC MOBILE	H65	MOB	65xx	8	[redacted]		
16	ATC MOBILE	H65	MOB	65xx	8	[redacted]		
17	NOLA	H65	NOLA	65xx	8	[redacted]		
18	NOLA (CTU)	H65	NOLA	6556	8	[redacted]		
19	DETROIT	H65	MOB	6524	9	[redacted]		
20	TRAVERSE CITY	H65	MOB	6529	9	[redacted]	100-hr Tail shaft inspection	21 JUL 2010 / 2000 Z
21	LOS ANGELES	H65	NOLA	6572	11	[redacted]		
22	NORTH BEND	H65	MOB	6514	13	[redacted]	Change over contactor	26 JUL 2010 / 2330 Z

NOTES:

1 All 15xx/17xx, 21xx, 23xx, 60xx, 65XX aircraft come from the Air Station pool, specific tail numbers are not assigned to Deepwater Horizon

2 If shipboard deployed or unit unable to fully support Deepwater Horizon from their aircraft pool, NMC/PMC will be reported against a specific tail number

Supporting from home OPFAC

Legend:	
[redacted]	Fully Mission Capable
PMC	Partial Mission Capability
[redacted]	No Mission Capability (Maintenance Issue)
[redacted]	No Mission Capability (Supply Issue)
NMCD	No Mission Capability (Depot Maintenance)

Aerial Dispersants Operations - Houma Status Report

May 13, 2010

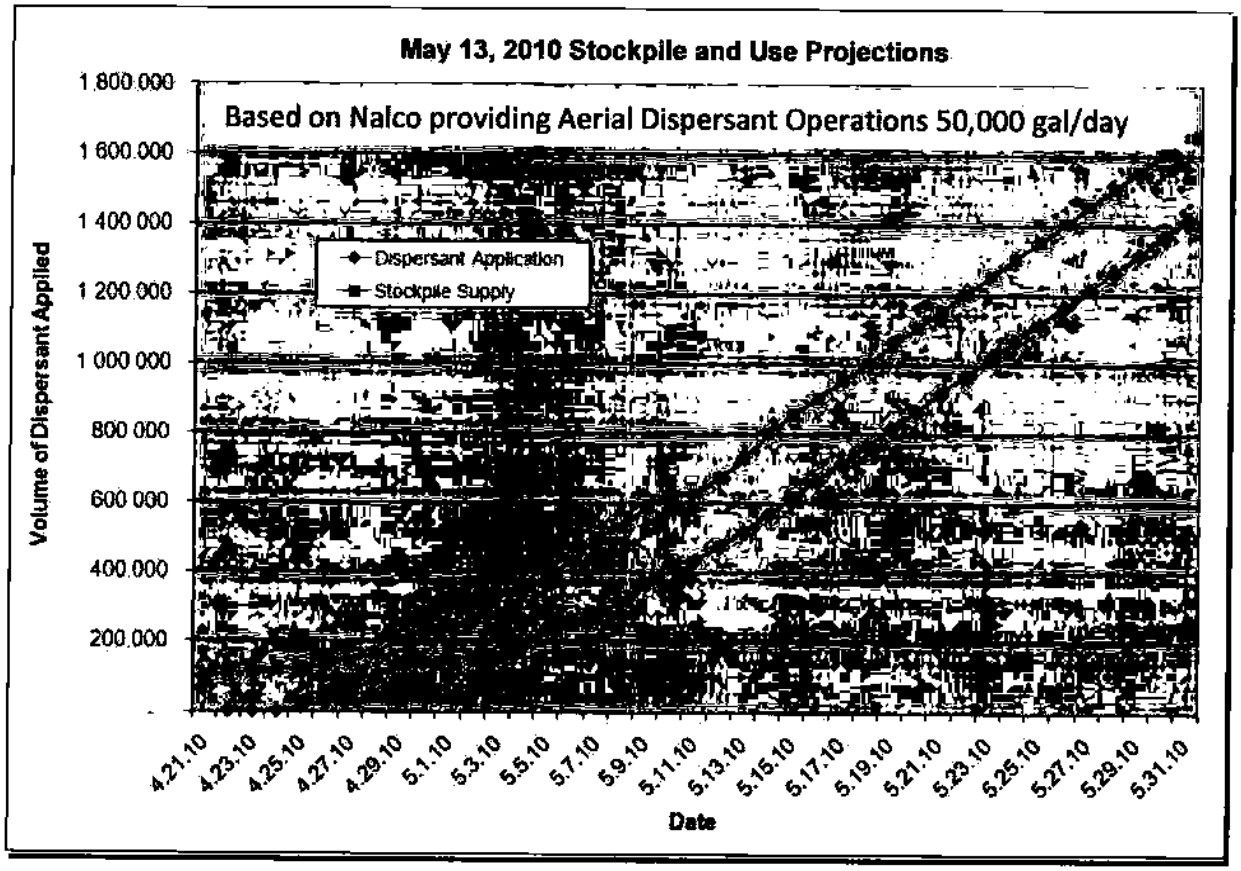
Note: This information is the reporting for aerial dispersant spraying

Dispersant Aerial Spray Summary:

1. Total Amount of Dispersant Applied on May 13, 2010 (gallons):	41,620
2. Total Sorties on May 13, 2010:	15
3. Total Amount of Dispersant Applied to date (gallons):	517,577
4. Total Sorties to date:	192
5. Total Area Covered by Dispersant Applications to date (mi^2):	161.7
6. Total Dispersant Stockpiles on the ground as of 5.13.2010 – 1200 PM (gallons):	208,981*
7. Dispersant Stockpile Expected Arrival as of 5.14.10 – 1200 PM (gallons):	50,000
8. Estimated Total Dispersant as of 5.14.2010 - 1200 PM (gallons):	258,981*
9. Projected Days Operational at maximum rate of 50,000 gal/day (days):	unlimited

* This volume is still being reconciled and verified with procurement, staging, receiving and finance.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (1 IAR, 1 Lynden, 3 USAF)	5
DC-3 - Houma	2
BT-67 - Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Stennis	1
TOTAL:	11
Spotter Aircraft:	
King Air – 5 – Stennis	5
Aztec - Houma	1
Aero COMDR - Houma	1
TOTAL:	7
TOTAL AIRCRAFT:	18
PRIORITY Spray Assets Identified*	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-UK (20,000 gal/day) + 8-person support team with 2 flight crews	1 – 28 hours
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – Lynden (Alaska) - (20,000 gal/day)	1 – 5+days
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	1
***NOTE**: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Activity Update:

1. In response to report of fumes causing evacuation of a manned platform off of SE Pass on May 12th a GIS map was prepared of the aerial dispersant spray sorties showing the location, quantities and start/stop times. This graphic clearly showed that aerial dispersant operations were 50 nm or more from the subject platform and therefore were not the cause of the reported incident. Additionally, the USAFR prepared a drift chart to show at a maximum crosswind of 30 knots the drift for a C-130 would only travel ½ mile. Dispersant spraying is always done into the wind which would reduce drift to much less than ½ mile. GIS chart attached.

2. Published preliminary findings for selection of an alternate dispersant to Corexit 9500. Findings were based on the published literature (NCP information, material safety data sheets), preliminary laboratory effectiveness evaluation, and limited field trials. We will update the report as soon as the field trials are completed. The recommended alternate dispersant to use is SEA Brat #4. This dispersant was successful in the field trials for dispersing oil, has sufficient manufacturing capability, and lower toxicity than other dispersants. The manufacturer claims SEA Brat #4 does not rely on the same raw material stocks as Corexit 9500.

3. Because SEA Brat #4 is water-based, its viscosity is lower than the Corexit products, it is more appropriate for well injection, rather than aerial spraying. The reason for this is that the aerial spray systems have been calibrated for applying Corexit. New calibration charts would need to be prepared.

4. ASI Houma contracted with Leading Edge Technologies to conduct flow rate and spray droplet characterization for the BT-67 and DC-3. Testing is scheduled for Friday May 14th.

5. Arranged for M/V Adriatic and Hos Super H to be available to apply dispersant at the source site in support of source control efforts. One vessel is equipped with a Sea Spray 50 system from OSR and the other an Ayles-Fernie Afedo system from CCA. These systems spray neat so that there is no water intake which would contaminate the system with oil. Both vessels have secondary eductor spray systems from CGA. First boat is to depart first light on May 14th and the other to shortly follow.

6. M/V International Peace is ready to sail May 14th to collect water samples for chemical analysis and toxicity testing and conduct SMART Tier 2 flourometry.

7. Prepared draft water sampling plan for review by Operations Technical Committee.

8. Identified technical specifications for deepwater Autonomous Underwater Vehicle (AUV) plume sampling.

Objectives

Objectives for May 14th were to focus spraying on thick oil areas outside of 5 nm radius around spill source.

Requirements

Aircraft spotters should be on site in their zone at 0800 and spray aircraft may pre-stage to the site at 0830. Spray operations to commence approximately 0900.

DISPERSANT APPLICATION GUIDANCE FOR 13 MAY

May 14 2010
Don Toenshoff and Brad Barker, please acknowledge receipt to Dave Garner (b) (6) .
Disseminate to all pilots.

Schedule attached on .xls
Op Areas are depicted on attached map .pdf.

Mission Targeting start of the day:

Stennis: Primary zones AC and AN. Secondary zones AD and AO. (blue letter borders on map).

Houma: Spotter and Surveillance flights as may be required by Incident Command.

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Spotters should recon area inbound and outbound for subsequent targets. Report new targets to Dispersant Group via base manager.

Notes: Changes to previous orders are underlined.

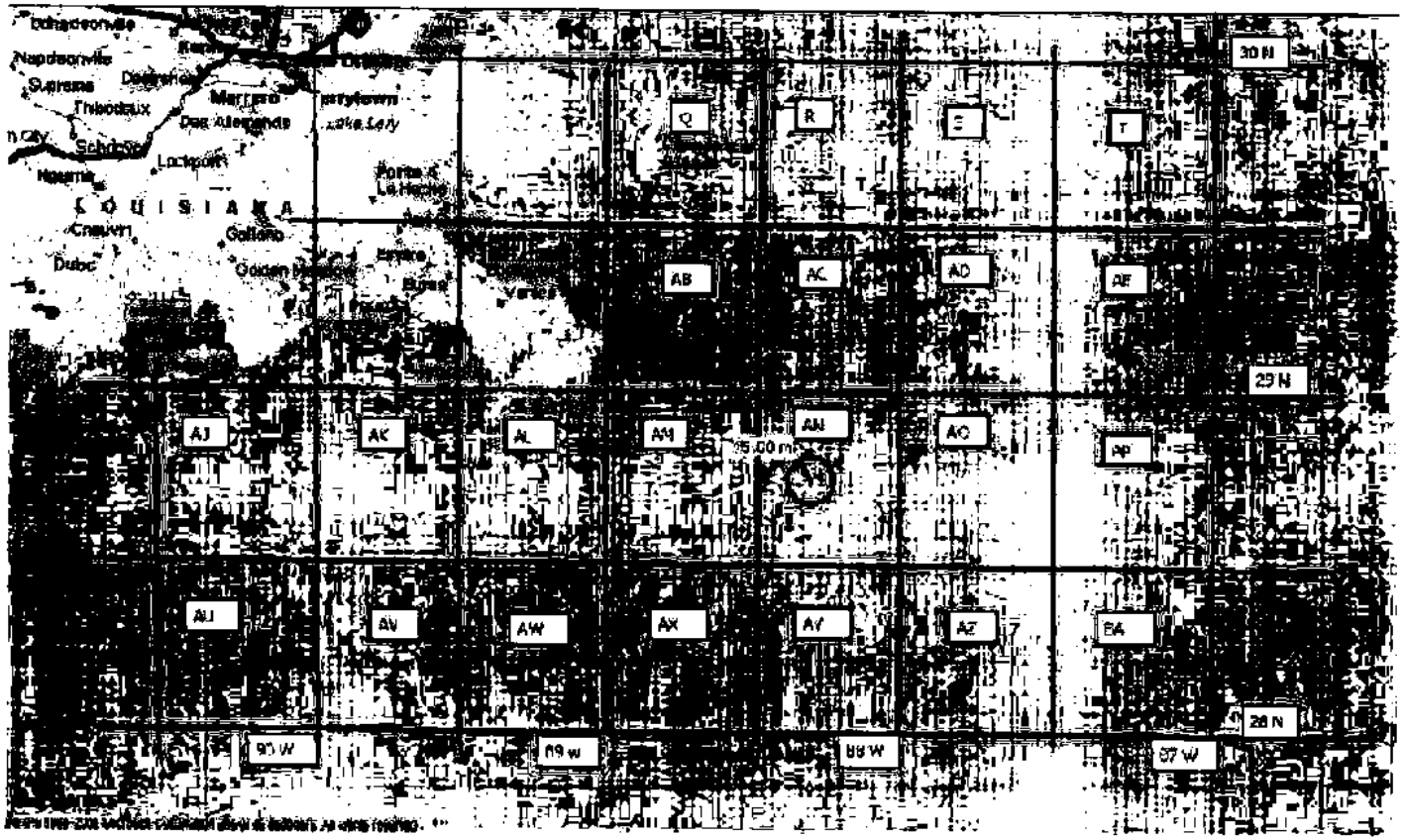
1. Zone AB is closed for dispersant ops until further notice.
2. FOSC approval has been granted since 22 April for application of dispersants in pre-approved areas.
3. No dispersant spraying within the greater of **3 nm** offshore or depths less than **10 meters.**
4. No dispersant flying within **5 nm** of the spill source at surface:
   28 45.2 N 88 18.9 W
5. Remai n **2 nm** from boats, platforms, and marine mammals.
6. Target black and brown oil as this is the freshest and most dispersible oil. Rate is 5 gallons per acre. Quality versus Quantity. Do not target Red/Pink emulsified oil.
7. Spotter aircraft remain on site up to 30 minutes to visually assess effects on dispersed area and document with photographs. Complete spotter debrief form and turn in to base operations.
8. Report takeoff and landing times to assigned coordinators as they occur to the best of your abilities.
9. Primary air to air communication frequency is 126.4. Secondary is 123.45.
   Primary surface to air frequency is 122.9. Secondary is 123.45.
   a. Contact P3 aircraft "Omaha 99" for flight advisories.
   b. Also SMART vessels, Surveillance "Transport 950", "Seacor Lee" command vessel, and other Spotters.
10. Use discreet IFF codes as provided on separate correspondence. This removes need to file DVFR flight plans.
11. Stennis tasking Smart Mission 06 Warrior. M/V "Warrior" will arrive at intersection of zone AN and AC at 29 00 N 88 30 W to conduct SMART dispersant effectiveness tests in vicinity. Stennis Base send spotter (with marine radio) to arrive at 0830 to coordinate. Coordination on 122.9 primary, Marine Channel 81a Secondary.

Primary emphasis is always on Safety: **Aviate, Navigate, Communicate**!

AFF Automatic Flight Following:

- Air Force North - https://www.aff.gov/afn/afnorth.kmz
- Civilian - https://www.aff.gov/cgi-bin/aff.dll

Aerial Dispersant Operations Divisions:



Remain 5 nm from spill
source: 28 45.2 N
88 18.9 W

14 May

Dispersant Spray Assets

Aircraft Information –May 13, 2010						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport / Status**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N98N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI N14	1183		Houma	Backup Spotter	
Aero COMDR	ASI N38	WA		Houma	Spotter	
Recon						
King Air	ASI	N275		Houma	Recon	
Helo	ASI 759P			Houma	Recon	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N71999D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR N11	7TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	Plus 5 other crew members
C-130	Air Force	105	1,675	Stennis	Spray: 75'	
C-130	Air Force	106	1,675	Stennis	Spray: 75'	Cargo ops with spray capability
C-130	Air Force	107	1,750	Stennis	Spray: 75'	
AT-802		N9002K	800	Stennis	Spray: 50'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI N64	767	1,000	Houma – Standby	Spray: 75'	

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.56
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,320.8	3.7
26 April 2010	0	14,486	14,486	10	2,897.2	4.5
27 April 2010	11,191	15,887	27,078	5	5,415.6	8.5
28 April 2010	27,269	14,874	42,143	15	8,428.6	13.2
29 April 2010	36,913	4,000	40,913	13	8,182.6	12.8
30 April 2010	4,900	0	4,900	1	980.0	1.5
1 May 2010	3,550	8,103	11,653	4	2,330.6	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,854.6	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186.4	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	161.7
TOTALS	**309,260**	**208,317**	**517,577**	**192**	**103,515**	**310.56**

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 5/13/2010	TIME: 0530 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis)Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N	Longitude: 87 21 W N	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft

SPILL SITE WX:	WIND: SE 10-26	CLG: UNL	VIS: 10 nm	SUNRISE: 0605	SUNSET: 1937

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz	SECONDARY VHF COM: 123 45 MHz	EMERGENCY VHF COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot:	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N98N	98N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: Dave Kunz Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: Capt Redman Co-pilot:	plus 5 other crew members
AT 802	N9002K	02K	Stennis	Spray 50'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	105	105	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	106	106	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	107	107	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aero CMDRA ASI	N547GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessary.						
King Air	N275	N275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA		NOAA 46		Surveillance		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

DAILY ACTIVITY SCHEDULE FOR __13 MAy_2010__ (Date)		Dispersant Group Staging Airport Supervisor (DGSAS):
TIME	ACTIVITY	
	Report to Airfield	All aircraft
	Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local
	Commence Flight Operations	0630 local
	Terminate Flight Operations	2000 local
	Pilot and Support Team Daily Debriefing on Operations	2030 local

DAILY OPERATIONAL BRIEFING AGENDA:

Safety Issues:	SAR flights beware of and check in onsite
Weather:	See Wilkins Wx and airport weather service
Communications Air and Ground:	Sat Comm and standard freq
Application Dosage and Pattern to be used:	5.0 gpa racetrack
Approach Information:	TBD
Oil Spill Location and Description:	TBD
Operational Procedures and Changes:	None at this time
Flight Schedule:	See schedule page 2

FUELING/FBO:

Contact Name: Tim Spoerl Stennis Airport acting as FBO

Contact Phone: (b) (6)

Business Hours Services: 0500 - 2000

After Hours Services:

DESIGNATED DISPERSANT LOADING AREA:

Location: ramp off the end of the runway

Contractor Name: Steve Henne MSRC in charge

Contractor Phone: (b) (6)

REPORTING REQUIREMENTS AND PROCEDURES*:

SatLoc Files:

Photographs and Videos:

Observation Logs:

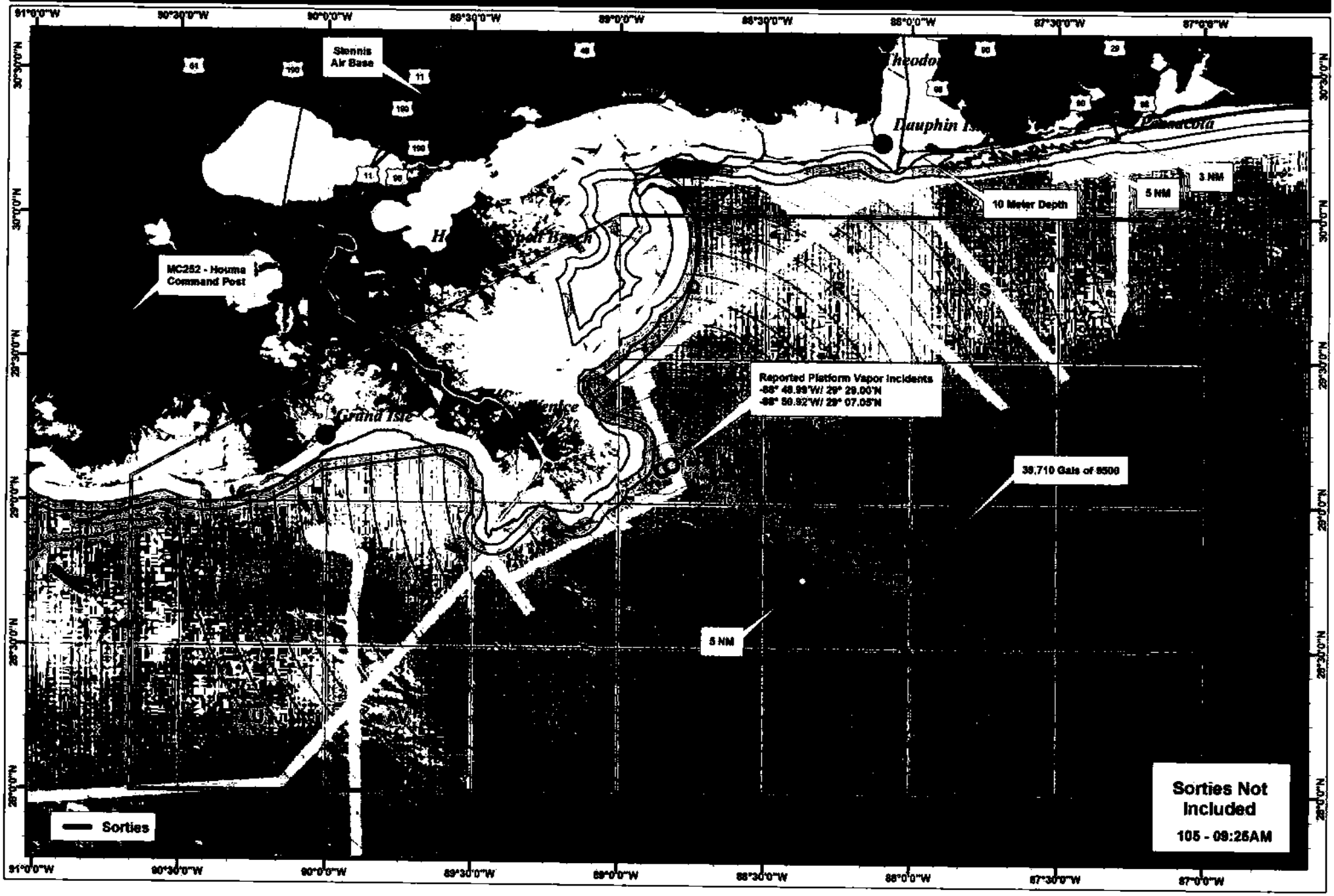
* MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.

TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort

Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL & TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY ETA EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	79W	Weather/Spotter	4	0	2:50	0530/0630	0615	0810	0850/0847
	BE90	39Q	Spotter	6	0	2:50	0600/0650	0615	0810	0920/1048
1	C-130	N117TG	Spray	4	3075/9500	2:10	0620/0714	0640	0810	0830/0920
2	C-130	N4031C	Spray	4	5002/9500	2:10	0625/0733	0645	0815	0835/1018
	AZTEC	183	Spotter	Vessel Disp. Spray Spotter			0740/0852	0815	0905	0950/1059
3	~~DC-3~~	~~N[illegible]~~	~~Spray~~	~~4~~	~~0~~	~~2:15~~	~~0720~~	~~0800~~	~~0905~~	~~0950~~
4	~~DC-3~~	~~N[illegible]~~	~~Spray~~	~~4~~	~~0~~	~~2:30~~	~~0724~~	~~0824~~	~~0905~~	~~0945~~
	BE90	98Y	Spotter	4	0	2:50	0815/0800	0900	1015	1135/1047
5	C-130	106	Spray	4	1950/9500	2:30	0830/0755	0900	0930	1001/1043
	BE90	41J	Spotter	4	0	2:50	0820/0950	0902	1017	1145/1234
6	C-130	105	Spray	4	1897/9500	2:30	0845/0830	0915	0945	1015/1028
	BE90	79W	Spotter	6	0	2:35	0955/0920	0925	1205	1240/1305
7	C-130	N117TG	Spray	4	3067/9500	2:30	1000/1030	1030	1200	1230/1221
8	C-130	N4031C	Spray	4	5000/9500	2:30	1005/1113	1035	1205	1235/1314
	Aero Cmdr	~~N[illegible]GA~~	~~Sp-41~~	~~6~~	~~0~~	~~2:10~~	~~1125~~	~~1205~~	~~1250~~	~~1325~~
9	~~DC-3~~	~~N[illegible]~~	~~Spray~~	~~4~~	~~0~~	~~2:05~~	~~1100~~	~~1205~~	~~1230~~	~~1305~~
10	~~DC-3~~	~~N[illegible]~~	~~Spray~~	~~4~~	~~0~~	~~2:30~~	~~1105~~	~~1210~~	~~1230~~	~~1300~~
	BE90	37H	Spotter	4	0	2:50	1150/1106	1220	1345	1430/1451
11	C-130	105	Spray	4	1905/9500	2.30	1215/1035	1245	1320	1400/1156
	BE90	39Q	Spotter	4	0	2:50	1140/1143	1222	1345	1410/1536
12	C-130	106	Spray	4	1950/9500	2:30	1218/1058	1247	1325	1355/1220
	BE90	41J	Spotter	6	0	2:40	1355/1352	1425	1505	1540/1727
13	C-130	N117TG	Spray	4	3093/9500	2:30	1400/1317	1430	1505	1540/1605
14	C-130	N4031C	Spray	4	5000/9500	2:30	1400/1403	1430	1505	1535/1653
	Aero Cmdr	~~N[illegible]GA~~	~~Sp-41~~	~~6~~	~~0~~	~~2:10~~	~~1610~~	~~1605~~	~~1640~~	~~1720~~
15	~~DC-3~~	~~N[illegible]~~	~~Spray~~	~~4~~	~~0~~	~~2:05~~	~~1605~~	~~1605~~	~~1620~~	~~1705~~
16	~~DC-3~~	~~N[illegible]~~	~~Spray~~	~~4~~	~~0~~	~~2:30~~	~~1605~~	~~1605~~	~~1640~~	~~1740~~
	~~BE90~~		~~Spotter~~	~~6~~	~~0~~	~~1:55~~	~~1650/1605~~	~~1725~~	~~1810~~	~~1845~~
17	~~C-130~~	~~N117TG~~	~~Spray~~	~~4~~	~~3055~~	~~2:00~~	~~1700~~	~~1700~~	~~1800~~	~~1850~~
18	~~C-130~~	~~N4031C~~	~~Spray~~	~~4~~	~~5000~~	~~2:10~~	~~1700~~	~~1755~~	~~1810~~	~~1840~~
	BE90	39Q	Spotter	4	0	2:50	1745/1143	1830	1907	2000/1536
19	C-130	105	Spray	4	1954/9500	2:30	1805/1210	1835	1905	1945/1331
	BE90	79W	Spotter	4	0	2:50	1750/1409	1830	1907	2030/1738
20	C-130	106	Spray	4	1943/9500	2:30	1807/1350	1835	1907	1937/1535
	BE90	37H	Spotter	4	0	2:50	1409			1809
21	C-130	105	Spray	4	1908/9500		1440			1615
22	C-130	106	Spray	4	1950/9500		1540			1710
23	C-130	105	Spray	4	1926/9500		1625			1746
			Combined SiteTotals			9500	9527			
					Stennis	41,620	0	41,620		
					Houma	0	0	0		

Flights in yellow / lined out were canceled

Aerial Dispersants Operations Map
Overview May 12, 2010
Houma La.



DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 5/14/2010	TIME: 0530 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis)Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N	Longitude 87 21 W N	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude See OPS Chart W	Altitude See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude See OPS Chart W	Altitude See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude See OPS Chart W	Altitude See OPS Chart ft

SPILL SITE WX	WIND: SE 12-17	CLG: UNL	VIS: 10 nm	SUNRISE: 0604	SUNSET: 1938

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz	SECONDARY VHF COM: 123 45 MHz	EMERGENCY VHF COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot:	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: Dave Kunz Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: Capt Redman Co-pilot:	plus 5 other crew members
AT 802	N9002K	02K	Stennis	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	105	105	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	106	106	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	108	108	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma Standby	Spray: 75'	Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD	None
DC-3 ASI	N64766	766	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aero CMDRA ASI	N547GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	N275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA		NOAA 46		Surveillance		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

DAILY ACTIVITY SCHEDULE FOR __14 May_2010__ (Date)		Dispersant Group Staging Airport Supervisor (DGSAS):
TIME	ACTIVITY	
	Report to Airfield	All aircraft
	Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local
	Commence Flight Operations	0630 local
	Terminate Flight Operations	2000 local
	Pilot and Support Team Daily Debriefing on Operations	2030 local

DAILY OPERATIONAL BRIEFING AGENDA:

Safety Issues:	SAR flights beware of and check in onsite
Weather:	See Wilkins Wx and airport weather service
Communications Air and Ground:	Sat Comm and standard freq
Application Dosage and Pattern to be used:	5.0 gpa racetrack
Approach Information:	TBD
Oil Spill Location and Description:	TBD
Operational Procedures and Changes:	None at this time
Flight Schedule:	See schedule page 2

FUELING/FBO:

Contact Name: Tim Spoerl Stennis Airport acting as FBO

Contact Phone: (b) (6)

Business Hours Services: 0500 - 2000

After Hours Services:

DESIGNATED DISPERSANT LOADING AREA:

Location: ramp off the end of the runway

Contractor Name: Steve Henne MSRC in charge

Contractor Phone: (b) (6)

REPORTING REQUIREMENTS AND PROCEDURES*:

SatLoc Files:

Photographs and Videos:

Observation Logs:

* MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.

TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort

Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL & TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY ETA EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	79W	Weather/Spotter	4	0	2:50	0530	0615	0810	0850
	BE90	39Q	Spotter	6	0	2:50	0600	0615	0810	0920
1	C-130	N117TG	Spray	4	3000	2:10	0620	0640	0810	0830
2	C-130	N403LC	Spray	4	5000	2:10	0625	0645	0815	0835
	BE90	98Y	Spotter	4	0	2:50	0815	0900	1015	1135
5	C-130	105	Spray	4	1900	2:30	0830	0900	0930	1001
	BE90	39Q	Spotter	4	0	2:50	0820	0902	1017	1145
6	C-130	106	Spray	4	1900	2:30	0845	0915	0945	1015
	BE90	41J	Spotter	6	0	2:35	0955	0925	1205	1240
7	C-130	N117TG	Spray	4	3000	2:30	1000	1030	1200	1230
8	C-130	N403LC	Spray	4	5000	2:30	1005	1035	1205	1235
	BE90	39Q	Spotter	4	0	2:50	1150	1220	1345	1430
11	C-130	105	Spray	4	1900	2:30	1215	1245	1320	1400
	BE90	79W	Spotter	4	0	2:50	1140	1222	1345	1410
12	C-130	106	Spray	4	1900	2:30	1218	1247	1325	1355
	BE90	41J	Spotter	6	0	2:40	1355	1425	1505	1540
13	C-130	N117TG	Spray	4	3000	2:30	1400	1430	1505	1540
14	C-130	N403LC	Spray	4	5000	2:30	1400	1430	1505	1535
	BE90	39Q	Spotter	6	0	1:55	1655	1725	1810	1845
17	C-130	N117TG	Spray	4	3000	2:30	1700	1730	1805	1835
18	C-130	N403LC	Spray	4	5000	2:40	1700	1735	1810	1840
	BE90	89N	Spotter	4	0	2:50	1745	1830	1907	2000
19	C-130	105	Spray	4	1900	2:30	1805	1835	1905	1945
	BE90	79W	Spotter	4	0	2:50	1750	1830	1907	2030
20	C-130	106	Spray	4	1900	2:30	1807	1835	1907	1937
			Combined SiteTotals			9500	9527			
					Steaula					
					Houma					

Aerial Dispersants Operations - Houma Status Report

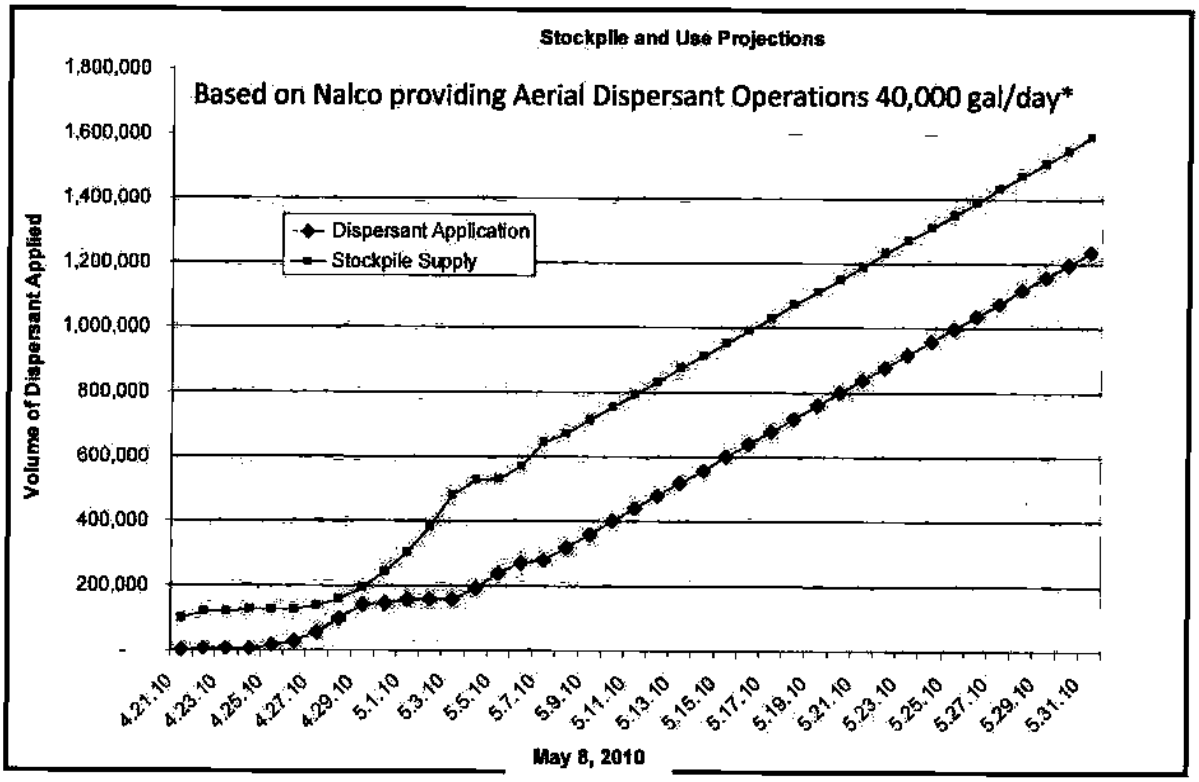
May 8, 2010

Note: This information is the reporting for aerial dispersant spraying

Dispersant Aerial Spray Summary:

1. Total Amount of Dispersant Applied on May 8, 2010 (gallons):	41,690
2. Total Sorties on May 8, 2010 :	17
3. Total Amount of Dispersant Applied to date (gallons):	316,155
4. Total Sorties to date:	120
5. Total Area Covered by Dispersant Applications to date (mi^2):	99.25
6. Total Dispersant Stockpiles on the ground as of 5.8.2010 – 1200 PM (gallons):	456,349
7. Dispersant Stockpile Expected Arrival as of 5.9.10 – 1200 PM (gallons):	40,000
8. Estimated Total Dispersant as of 5.9.2010 - 1200 PM (gallons):	496,349
9. Projected Days Operational at maximum rate of 40,000 gal/day (days):	unlimited

Dispersant Stockpile Supply and Use Projections



*Includes stock pile arrivals from Saudi Arabia and Hawaii.

Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (1 IAR, 1 Lynden, 3 USAF)	5
DC-3 - Houma	2
BT-67 - Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Stennis	1
TOTAL:	11
Spotter Aircraft:	
King Air – 5 – Stennis	5
Aztec - Houma	1
Aero COMDR - Houma	1
TOTAL:	7
TOTAL AIRCRAFT:	18
PRIORITY Spray Assets Identified*	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-UK (20,000 gal/day) + 8-person support team with 2 flight crews	1 – 28 hours
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – Lynden (Alaska) - (20,000 gal/day)	1 – 5+days
C-130 – IAR (15,000 gal/day)	1 – TBD
Boat Spray 50 and 100 Systems	2
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	1
***NOTE:** These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area
Identification of Additional NCP-List Dispersants for Consideration	
• Sea Brat #4 (D-10) • JD -2000™ (D-7) • Dispersit SPC 1000™ (D-5) • NOKOMIS 3-AA (D-14) • Biodispers (D-9) • SAF-RON Gold (D-12)	

Activity Update:

- Requested a source oil sample from the subsea riser to allow chemical characterization of the source oil to assist in evaluation of dispersant effectiveness.
- Developing sampling program and chain of custody for Tier 2 / 3 SMART samples.
- Evaluated preliminary data on dispersant candidate effectiveness and toxicity and prioritized samples for field trials. Based on our evaluations, we recommended that SEA BRAT #4 be the first alternate dispersant to evaluate effectiveness in field trials.
- Established new Surface to Air Frequency at 127.85. Hand held aviation frequency radios are being supplied to SMART teams for surface to air communication to better coordinate operations with spotter aircraft.
- Evaluated logistics for establishing forward staging location and accommodations for SMART teams
- AT-802 is being reposition at Stennis and is going through Pilot review and spray system calibration. Anticipate training operations to commence on May 10, 2010.
- Two additional Ayles Fernie Boat Spray 50 systems and additional resources and SMART Teams enroute from OSRL.
- Requested the Region VI Regional Response Team (RRT) modify the existing dispersant pre-authorization document to include the use of boat spray application operations within the pre-authorized zone under the current application rates and conditions when approved will request vessel assets to commence near shore operations.
- Identifying boat spray equipment which sprays neat and developing operations plan and procedures for boat spray operations.
- Conducting boat spray test of four NCP dispersant products to determine their efficacy in the field on both emulsified and fresh oils.
- Today, a worker was injured during routine stockpile transfer operations. The worker reported for medical treatment and returned to duty. The incident is under review.
- Initial operating procedures for coordinating spraying with SMART teams was successful and will be used for future joint operations.

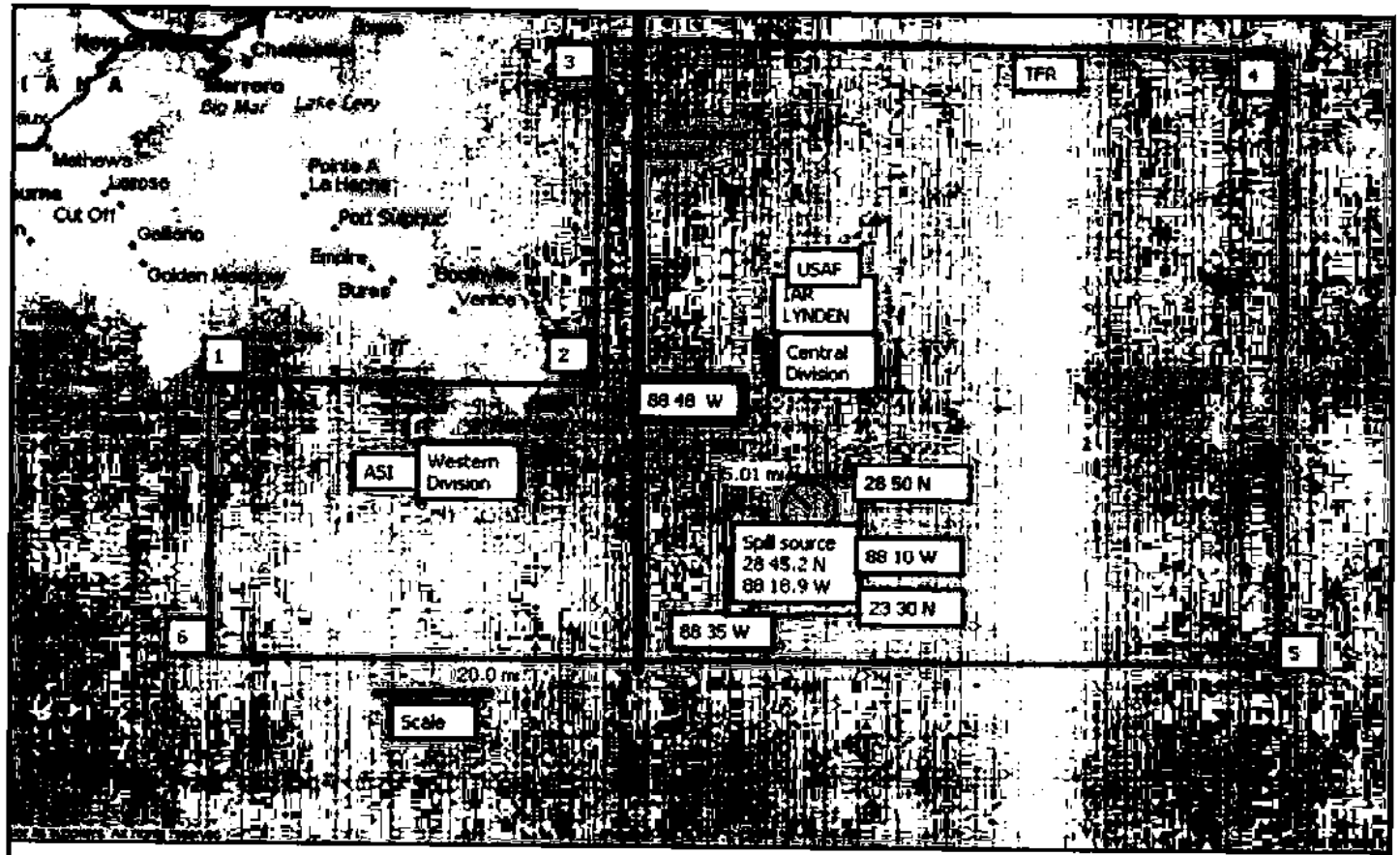
Objectives

Objectives for May 8th are to focus spraying on thick oil areas outside of 5 nm radius around spill source and to evaluate the efficacy of the other likely dispersants candidates from the NCP Product Schedule. Additionally, boat spray testing of alternate dispersants will continue new Chandeleur Islands and the source area.

Requirements

Aircraft spotters should be on site in their zone at 0600 and spray aircraft may pre-stage to the site at 0645. Spray operations to commence approximately 0700.

Aerial Dispersant Operations Divisions:



TFR		
	1. 29 05 N 90 40 W	4. 30 00N 87 00 W
	2. 29 05 N 89 00 W	5. 28 20 N 87 00 W
	3. 30 00 N 89 00 W	6. 28 20 N 90 40 W

DISPERSANT APPLICATION GUIDANCE FOR 8 MAY

1. In situ burn operations were cancelled for today; therefore, the "No Fly / Spray" boundary box was removed for today's spray operations.
2. Maintain buffer of **3 nm** each side of division boundary.
3. No dispersant spraying within the greater of **3 nm** offshore or depths less than **10 meters.**
4. Remai n **2 nm** from boats, platforms, and marine mammals.
5. Target black and brown oil as this is the freshest and most dispersible oil.
6. Target reddish brown oil further away from the source and apply double spray passes
7. Report takeoff and land times to assigned coordinators as they occur. Report areas sprayed Latitude/Longitude, Time started spraying, number of passes, and gallons applied.
8. Coordination Frequency 126.70
    a. Contact vessel "Seacor Lee" to announce spray operations.
    b. Contact P3 aircraft "Omaha 99" for flight advisories. (Sec. freq. 123.45)
    c. VHF Channel 127.85 is now available for comms between surface SMART teams and overhead spotting aircraft.
9. Use discrete IFF codes as provided on separate correspondence.

Primary emphasis is always on Safety
Emphasis of the day is on SMART inclusion in our dispersant effort.

Dispersant Spray Assets

Aircraft Information –May 8, 2010						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport / Status**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N98N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI N14	1183		Houma	Backup Spotter	
Aero COMDR	ASI N38	WA		Houma	Spotter	
Recon						
King Air	ASI	N275		Houma	Recon	
Helo	ASI 759P			Houma	Recon	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N71999D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR N11	7TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	Plus 5 other crew members
C-130	Air Force	105	1675	Stennis	Spray: 75'	
C-130	Air Force	106	1675	Stennis	Spray: 75'	Cargo ops with spray capability
C-130	Air Force	107	1750	Stennis	Spray: 75'	
AT-802		N9002K	800	Stennis	Spray: 90'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI N64	767	1,000	Houma – Standby	Spray: 75'	

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.56
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,320.8	3.7
26 April 2010	0	14,486	14,486	10	2,897.2	4.5
27 April 2010	11,191	15,887	27,078	5	5,415.6	8.5
28 April 2010	27,269	14,874	42,143	15	8,428.6	13.2
29 April 2010	36,913	4,000	40,913	13	8,182.6	12.8
30 April 2010	4,900	0	4,900	1	980.0	1.5
1 May 2010	3,550*	8,103	* 11,653	4	2,330.6	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,854.6	10.7
5 May 2010	30,905*	18,670	* 49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
TOTALS	**161,716**	**154,439**	**316,155**	**120**	**63,231**	**98.86**

*Correction – revised to reflect information transposition.

Distribution List

BP Operations Section - Dispersant Group members – Houma
[redacted] (b) (6) – Operations Section – Houston [redacted] (b) (6) [redacted]
Lt. [redacted] (b) (6) [redacted] (USCG) – Operations Section – Houma [redacted] (b) (6) [redacted]
LCDR [redacted] (b) (6) [redacted] (USCG) – Operations Section – Houma [redacted] (b) (6) [redacted]
Gary McLain (BP) – [redacted] (b) (6) [redacted]
Don Toenshoff, Jr. (MSRC) – Dispersants Staging Site Manager – Stennis [redacted] (b) (6) [redacted]
Tim Spoerl (MSRC) – Dispersants Staging Site Supervisor – Stennis [redacted] (b) (6) [redacted]
ASI – Houma Airport (airbourne@airbournesupport.com)
D. Hill – TRG [redacted] (b) (6) [redacted]
Alistair Murdoch – BP – Houston [redacted] (b) (6) [redacted]
Bonnie Myers – BP –Area Command [redacted] (b) (6) [redacted]
Nelson Fetgatter – Deputy OPS – Houma [redacted] (b) (6) [redacted]
Burt Littlefield – Ops Section Chief – [redacted] (b) (6) [redacted]
Theresa Wise - BP Planning Section Chief – [redacted] (b) (6) [redacted]
Lou Weltzer, BP Planning, Critical Resources – Area – [redacted] (b) (6) [redacted]
David Barker, BP Logistics - Procurement - [redacted] (b) (6) [redacted]
Paula Skryja – BP Situation UL – [redacted] (b) (6) [redacted]
Valerie Jackson – BP Planning Situation – [redacted] (b) (6) [redacted]
Sean Kavanagh – USAF – [redacted] (b) (6) [redacted]
Trygve Enger - [redacted] (b) (6) [redacted]
Mike Reese – [redacted] (b) (6) [redacted]
Jordan Stout – NOAA SSC - [redacted] (b) (6) [redacted]
Brian Harrison – BP Houston – [redacted] (b) (6) [redacted]
Al Hielscher – BP Houma – Environmental - [redacted] (b) (6) [redacted]
Gary Moore – EPA – Area - [redacted] (b) (6) [redacted]
Nancy Jones – EPA – Area - [redacted] (b) (6) [redacted]
Ed Gautier – ISB Operations - [redacted] (b) (6) [redacted]
Tim Rush – ISB Operations – [redacted] (b) (6) [redacted]
Mark Skelton – BP- [redacted] (b) (6) [redacted]
Marian Macey – Logistics – [redacted] (b) (6) [redacted]
Dawn Summers – BP Situation Unit Leader - [redacted] (b) (6) [redacted]
USCG SITL – Houma – uscgsitl@gmail.com
USCG Planning Section - NOLAOPSPLAN@USCG.mil

[redacted]

Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL & TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY ETA EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	89N	Spotter	6	0	2:50	0530/0657	0615	0810	0850/1100
1	C-130	N117TG	Spray	4	3000/9527	2:10	0620/0748	0640	0810	0830/1031
2	C-130	N403LC	Spray	4	5000/9527	2:10	0625/0830	0645	0815	0835/1150
	Aero Cmdr	N64766	Spotter	5	0	2:10	0740/0717	0815	0905	0950/1104
3	BT-67	N932H	Spray	4	1844/9500	2:15	0720/0841	0820	0835	0935/1032
4	DC-3	N64766	Spray	4	990/9500	2:30	0724/0857	0824	0845	0945/1128
	BE90	98Y	Spotter	4	0	2:50	0815/0901	0900	1015	1135/1140
5	C-130	105	Spray	4	1728/9500	2:30	0830/0915	0900	0930	1001/1300
	BE90	39Q	Spotter	4	0	2:50	0820/0904	0902	1017	1145/1401
6	C-130	107	Spray	4	1792/9500	2:30	0845/1048	0915	0945	1015/1244
	BE90	37H	Spotter	6	0	2:35	0955/1115	0925	1205	1240/1501
7	C-130	N117TG	Spray	4	2948/9527	2:30	1000/1145	1030	1200	1230/1351
8	C-130	N403LC	Spray	4	5003/9527	2:30	1005/1245	1035	1205	1235/1433
	Aero Cmdr	N64766	Spotter	5	0	2:10	1125/1240	1205	1250	1335/1408
9	BT-67	N932H	Spray	4	1853/9500	2:05	1100/1232	1205	1220	1305/1409
~~10~~	~~DC-3~~	~~N64766~~	~~Spray~~	~~4~~	~~990~~	~~2:30~~	~~1130~~	~~1210~~	~~1230~~	~~1330~~
	BE90	89N	Spotter	4	0	2:50	1150/1330	1220	1345	1430/1739
11	C-130	105	Spray	4	1675/9500	2:30	1215/1427	1245	1320	1400/1545
	BE90	79W	Spotter	4	0	2:50	1140/1550	1222	1345	1410/1825
12	C-130	107	Spray	4	1750/9500	2:30	1218/1351	1247	1325	1355/1500
	~~BE90~~	~~N9120Y~~	~~Spotter~~	~~6~~	~~0~~	~~2:50~~	~~1250~~	~~1400~~	~~1505~~	~~1540~~
13	C-130	N117TG	Spray	4	2926/9527	2:30	1400/1457	1430	1505	1540/1639
14	C-130	N403LC	Spray	4	5000/9527	2:30	1400/1545	1430	1505	1535/1735
	Aero Cmdr	N64766	Spotter	5	0	2:20	1510/1507	1605	1645	1730/1750
15	BT-67	N932H	Spray	4	1852/9500	2:25	1500/1508	1605	1625	1725/1740
	DC-3	N64766	Spray	4	904/9500	2:30	1505/1549	1605	1640	1740/1745
	~~BE90~~	~~39Q~~	~~Spotter~~	~~6~~	~~0~~	~~2:50~~	~~1630~~	~~1735~~	~~1810~~	~~1945~~
~~16~~	~~C-130~~	~~N117TG~~	~~Spray~~	~~4~~	~~3000~~	~~2:30~~	~~1700~~	~~1730~~	~~1805~~	~~1835~~
~~17~~	~~C-130~~	~~N403LC~~	~~Spray~~	~~4~~	~~5000~~	~~2:30~~	~~1700~~	~~1735~~	~~1810~~	~~1940~~
	~~BE90~~	~~N9120Y~~	~~Spotter~~	~~4~~	~~0~~	~~2:50~~	~~1740~~	~~1800~~	~~1907~~	~~2000~~
18	C-130	105	Spray	4	1675/9500	2:30	1805/1600	1835	1905	1945/1801
	~~BE90~~	~~79W~~	~~Spotter~~	~~4~~	~~0~~	~~2:50~~	~~1750~~	~~1820~~	~~1907~~	~~2030~~
19	C-130	107	Spray	4	1750/9500	2:30	1807/1622	1835	1907	1937/1830
				Total	41,690	9500	17,813			
						9527	23,877			

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 5/9/2010	TIME: 0530 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude 28 55 N	Longitude 87 21 W N	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft

SPILL SITE WX:	WIND ENE 15-23	CLG: UNL	VIS: 10 nm	SUNRISE: 0607	SUNSET: 1935

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz	SECONDARY VHF COM: 123.45 MHz	EMERGENCY VHF COM: 121.5 MHz
Surface to Air VHF COM: 127.85		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter 1000'-1500'	PIC Vince Kane. Kevin Smith	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter 1000'-1500'	PIC TBD Co-pilot	None
King Air Dynamic	N7199D	99D	Stennis	Spotter 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N98N	98N	Stennis	Spotter: 1000'-1500'	PIC TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Stennis	Spotter 1000'-1500'	PIC: TBD Co-pilot TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray 75'	PIC Dave Kunz Co-pilot: TBD Flt Eng Loadmaster	None
C-130 Lynden	N403LC	3LC	Stennis	Spray. 75'	PIC. Capt Redman Co-pilot Flt Eng Loadmaster	plus 5 other crew members
AT 802	N9002K	02K	Stennis	Spray 90'	PIC. TBD Co-pilot. TBD	None
C-130 USAFR	105	105	Stennis	Spray. 75'	PIC. TBD Co-pilot TBD	None
C-130 USAFR	106	106	Stennis	Spray: 75'	PIC TBD Co-pilot TBD	None
C-130 USAFR	107	107	Stennis	Spray: 75'	PIC: TBD Co-pilot TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC TBD Co-pilot TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC TBD Co-pilot: TBD	None
Aero CMDRA ASI	N547GA	8WA	Houma	Spotter	PIC TBD Co-pilot: TBD	None
King Air Houma Jet	N275	N275	Houma	Recon	PIC TBD Co-pilot TBD	
Helo PHI	759P		Houma	Recon	PIC. TBD Co-pilot: TBD	

[redacted]

Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL & TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY ETA EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	N7198Y	Spotter	6	0	2:50	0530	0615	0810	0850
1	C-130	N117TG	Spray	4	3000	2:10	0620	0640	0810	0830
2	C-130	N403LC	Spray	4	5000	2:10	0625	0645	0815	0835
	Aero Cmdr	N547GA	Spotter	5	0	2:10	0740	0815	0905	0950
3	BT-67	N932H	Spray	4	2000	2:15	0720	0820	0835	0935
4	DC-3	N64766	Spray	4	1000	2:30	0724	0824	0845	0945
	BE90	N7199D	Spotter	4	0	2:50	0815	0900	1015	1135
5	C-130	105	Spray	4	1675	2:30	0830	0900	0930	1001
	BE90	79W	Spotter	4	0	2:50	0820	0902	1017	1145
6	C-130	107	Spray	4	1750	2:30	0845	0915	0945	1015
	BE90	39Q	Spotter	6	0	2:35	0955	0925	1205	1240
7	C-130	N117TG	Spray	4	3000	2:30	1000	1030	1200	1230
8	C-130	N403LC	Spray	4	5000	2:30	1005	1035	1205	1235
	Aero Cmdr	N547GA	Spotter	5	0	2:10	1125	1205	1250	1335
9	BT-67	N932H	Spray	4	2000	2:05	1100	1205	1220	1305
10	DC-3	N64766	Spray	4	1000	2:30	1105	1110	1230	1330
	BE90	N7199D	Spotter	4	0	2:50	1150	1220	1345	1430
11	C-130	105	Spray	4	1675	2:30	1215	1245	1320	1400
	BE90	79W	Spotter	4	0	2:50	1140	1222	1345	1410
12	C-130	107	Spray	4	1750	2:30	1218	1247	1325	1355
	BE90	N7198Y	Spotter	6	0	2:40	1355	1425	1505	1540
13	C-130	N117TG	Spray	4	3000	2:30	1400	1430	1505	1540
14	C-130	N403LC	Spray	4	5000	2:30	1400	1430	1505	1535
	Aero Cmdr	N547GA	Spotter	5	0	2:20	1510	1605	1645	1730
15	BT-67	N932H	Spray	4	2000	2:25	1500	1605	1625	1725
16	DC-3	N64766	Spray	4	1000	2:30	1505	1605	1640	1740
	BE90	39Q	Spotter	6	0	1:55	1655	1725	1810	1845
17	C-130	N117TG	Spray	4	3000	2:30	1700	1730	1805	1835
18	C-130	N403LC	Spray	4	5000	2:40	1700	1735	1810	1840
	BE90	N7199D	Spotter	4	0	2:50	1745	1830	1907	2000
19	C-130	105	Spray	4	1675	2:30	1805	1835	1905	1945
	BE90	79W	Spotter	4	0	2:50	1750	1830	1907	2030
20	C-130	107	Spray	4	1750	2:30	1807	1835	1907	1937

Aerial Dispersants Operations – Houma Status Report

July 7, 2010

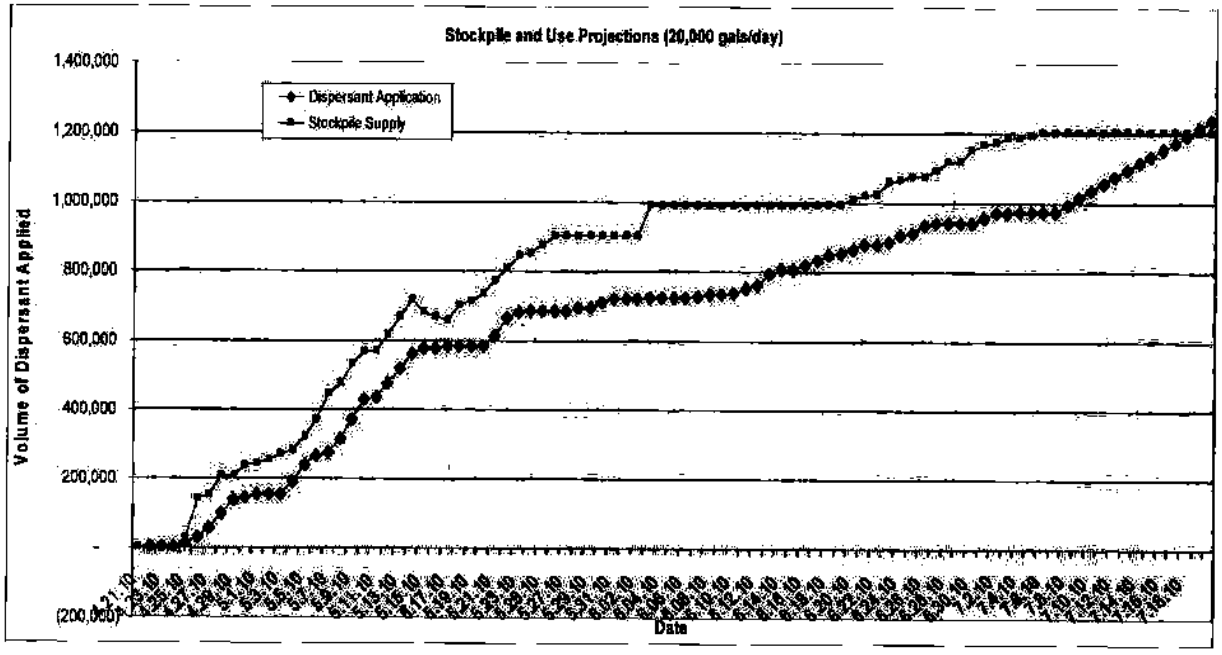
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeted on dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 07, 2010 (gallons):	10,000
2. Total Amount of Dispersant Applied on July 07, 2010 (gallons):	1,000
3. Total Sorties on July 07, 2010:	1
4. Total Amount of Dispersant Applied to date (gallons):	975,038
5. Total Sorties to date:	404
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.07.2010 – 1200 PM (gallons):	217,859
8. Dispersant Stockpile Expected Arrival as of 7.07.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.07.2010 - 1200 PM (gallons):	216,859
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Nalco on 6.24.10.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	12
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 7, 2010:

- At 06:30 local time 7 July 2010, RADM Watson gave approval last evening to apply an initial 10,000 g of dispersants to targeted dispersible oil. No additional spray authorization was given beyond the initial 10,000 gallons.

- One dispersible oil slick was observed by Houma recon aircraft. The slick was estimated to be approximately 2.5 miles long, 1/4 mile wide with 50% coverage. Calculations showed that approximately 1,000 gallons of dispersant would be necessary for this application. No additional spray applications were completed today.

- On 7/5/10, Stennis Airbase had one OSHA Recordable incident. A contractor was exposed to Poison Ivy which caused an allergic reaction. The reaction was treated by his primary care physician and a prescription was written.

M/V International Peace Research Activity Update for July 7, 2010:

- The M/V IP was in port today (7.7.10). Due to the weather conditions and sea state, they were unable to collect any samples associated with a slick (pre-or post-dispersant).
- The M/V IP will do an equipment update tomorrow (7.8.10) and resupply and is expected to leave port tomorrow evening to be on scene for the following morning to continue the sampling mission. No samples are expected to be collected on 7.8.10.

SMART Tier 1 Update for July 7, 2010:

- Today Team 2 observed a spray mission with Houma. The data will be uploaded to the EPA OSC Deepwater SMART website before 0600 tomorrow morning.

Aerial Dispersant Group Operations Plan for July 7th:
Dated 7 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt.

Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls

Mission Targeting start of the day: 07-08-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons NEW LEVEL. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones.
Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD AO, AY, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV (BLUE indicators on map).
Houma AT802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Maintain 3 nm boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500 dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of 3 nm offshore or depths less than 10 meters.
   b. No dispersant spraying within 5 nm of the spill source at surface: **28 45 12N - 88 18 53 W as defined in the FAA NOTAM.**

John Giberson has brought the following to my attention: *In the NOTAM it says the source coordinates are 284512 and 881853. I'm fairly certain this is Degrees, Minutes and Seconds. Since we have agreed to keep everything as Degrees Decimal Minutes we (Stennis Base) have been converting it to 28 45.2 and 88 18.88. The zone chart yesterday had these coordinates, but today it had 28 45.12 and 88 18.53. I think we need to go back to the way it was yesterday.* **Depending on what format you use please adjust accordingly. FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.**

Continued next page >

c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
d. SMART and Scientific Support Missions (SSM) may spray within **1nm** of SMART/ SSM vessel; positive ID required.
e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity.*** Do not target Red/Reddish emulsified oil.
f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
g. Report takeoff and landing times to assigned coordinators as they occur.

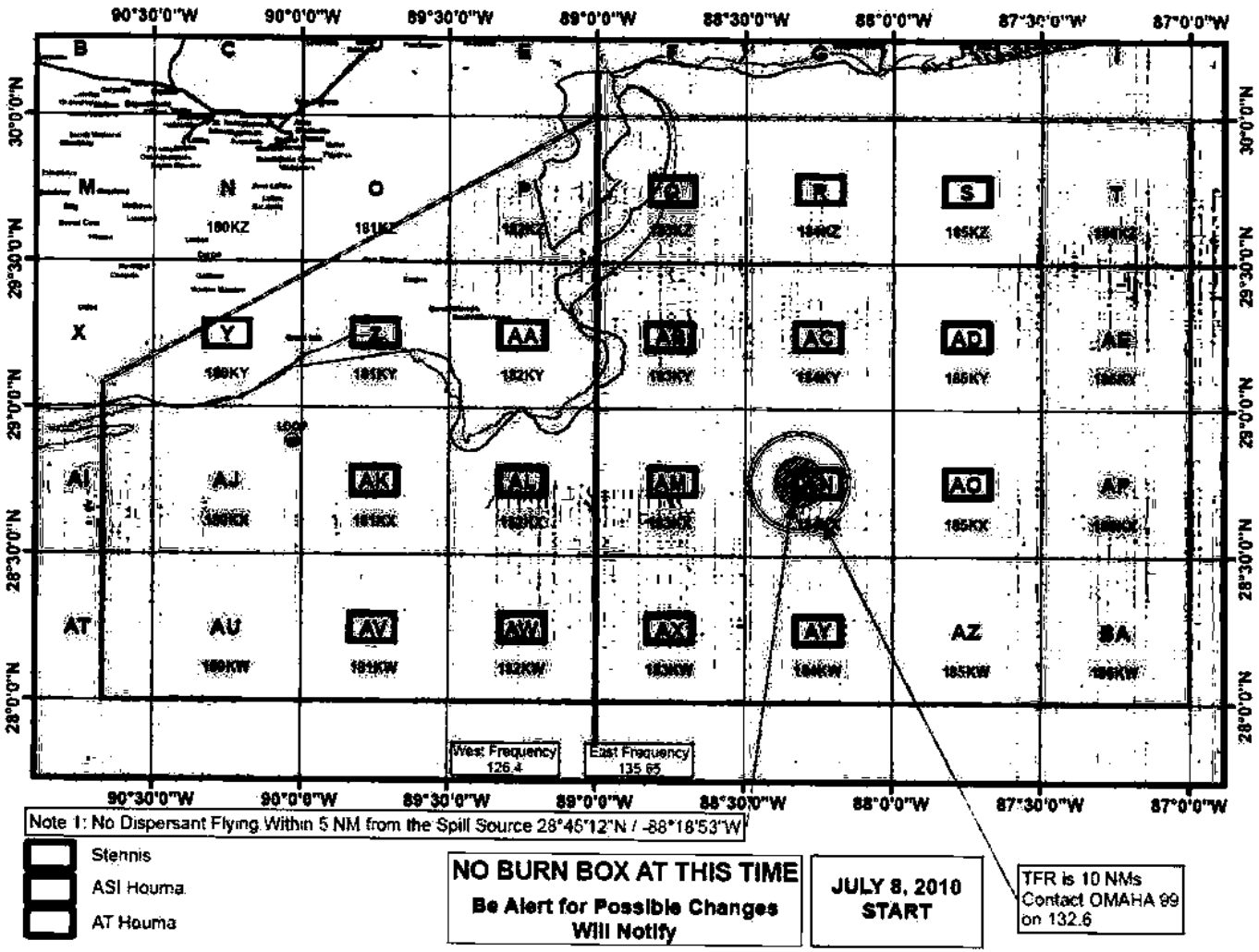
4. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
      - Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6).
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

NOTE: Restrictions around the source area, the 5 miles has been extended to 10 miles...however, you can still work there by contacting Omaha 99 on 132.6 (see attached below).

Ancillary operations:

1. **No In Situ Burning.** Their boats are departing this evening in search of suitable oil. We will provide information at least one hour prior to the burn.
2. **Skimmers** will be departing port for the source area. Areas of operation are to be defined and will be communicated as decisions are made.
3. **"A Whale"** is still operating NW of the source, moving at ±1 knot.
4. **Stennis Tasking:** Scientific Support Mission: It is not anticipated at this time that the IP will be operating on July 8th. If the IP sails a recon/spotter request will be made to Stennis and Stennis would have ample time to make the appropriate recon/spotter resource arrangements.
5. **Dispersant Group conference call will be held 1530 Dial in** (b) (6) **participant code** (b) (6) **(Stennis use moderator number).**

Aerial Dispersants Operational Areas July 08, 2010



Dispersant Spray Assets

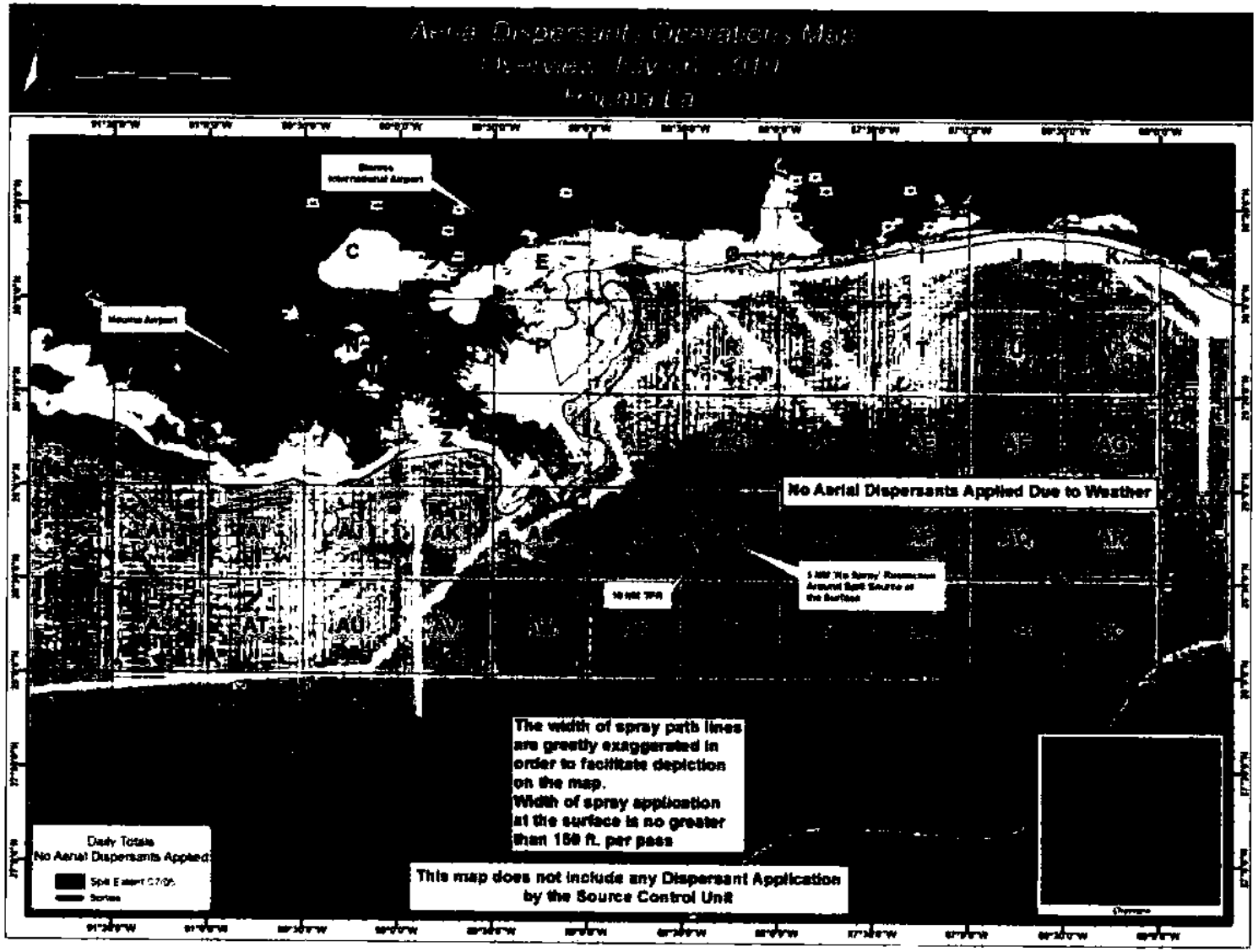
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI N141183			Houma	Backup Spotter	
Turbo COMDR	ASI N112EM			Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR N117TG		3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG 800		Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC 800		Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	5	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
TOTALS	**760,469**	**214,569**	**975,038**	**404**	**195,008**	**304.7**


No Aerial Dispersants Applied Due to Weather
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/7/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft

SPILL SITE WX:	WIND: SE 19 - 37	CLG: 1000 - 2000'	VIS: 5 miles	SUNRISE: 0601	SUNSET: 1954
SEA STATE:	Swell: SE - 6 - 8'	Wind Waves: SE 6 - 6 5'		Combined Seas 10'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EUIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600 / 0639			0945 / 1030
	BE90	89N	Recon / Spotter	4	0			0610 / 0642			0950 / 1110
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610 / 0626			0910 / 0840
	Aztec	183	Recon / Spotter	4	0			0620 / 0623			0920 / 0837
	BE90	79W	Recon / Spotter	4	0			0630 / 0658			0930 / 0858
	BE90	80Y	Spotter	4	0			0000			1200
1	C-130	N117JG	Spray	4	0			0850			1050
	Turbo Cmdr	5EE	Spotter / S-2	5	0			1205 / 1402			1540 / 1627
2	BT-67	N9321H	Spray	4	1000			1200 / 1409			1425 / 1600
3	DC-3	700	Spray	4	0			1230			1452
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	401LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1340			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	0			1305			1457
	BE90	39Q	Spotter	4	0			1200			1600
	AT-802	07E	Spray	4	0			1245			1500
	BE90	99D	Recon / Spotter	4	0			0000 / 0915			0000 / 1149
	BE90	39Q	Recon / Spotter	4	0			0000 / 0919			0000 / 1318
	BE90	98Y	Recon / Spotter	4	0			0000 / 1058			0000 / 1440
	BE90	37H	Recon / Spotter	4	0			0000 / 1139			0000 / 1540
	BE90	89N	Recon / Spotter	4	0			0000 / 1348			0000 / 1655
	BE90	80Y	Recon / Spotter	4	0			0000 / 1418			0000 / 1723
					1000						

Combined SiteTotals	1000	9500
	Stennis	0
	Houma	1000

The flights in yellow were canceled. The only dispersible oil report today was sprayed by sortie number two.

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/8/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88.21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart N	Longitude:	See OPS Chart W	Altitude:	See OPS Chart	ft
EXIT POINT:	Latitude:	See OPS Chart N	Longitude:	See OPS Chart W	Altitude:	See OPS Chart	ft
HOLDING AREA:	Latitude:	See OPS Chart N	Longitude:	See OPS Chart W	Altitude:	See OPS Chart	ft

SPILL SITE WX:	WIND: ESE 11 - 14	CLG: UNL	VIS: 12 nm	SUNRISE: 0601	SUNSET: 1953
SEA STATE:	Swell: SSE - 4 5' - 9 4'	Wind Waves: ESE 3'		Combined Seas 9 4'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
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King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
US Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 8, 2010

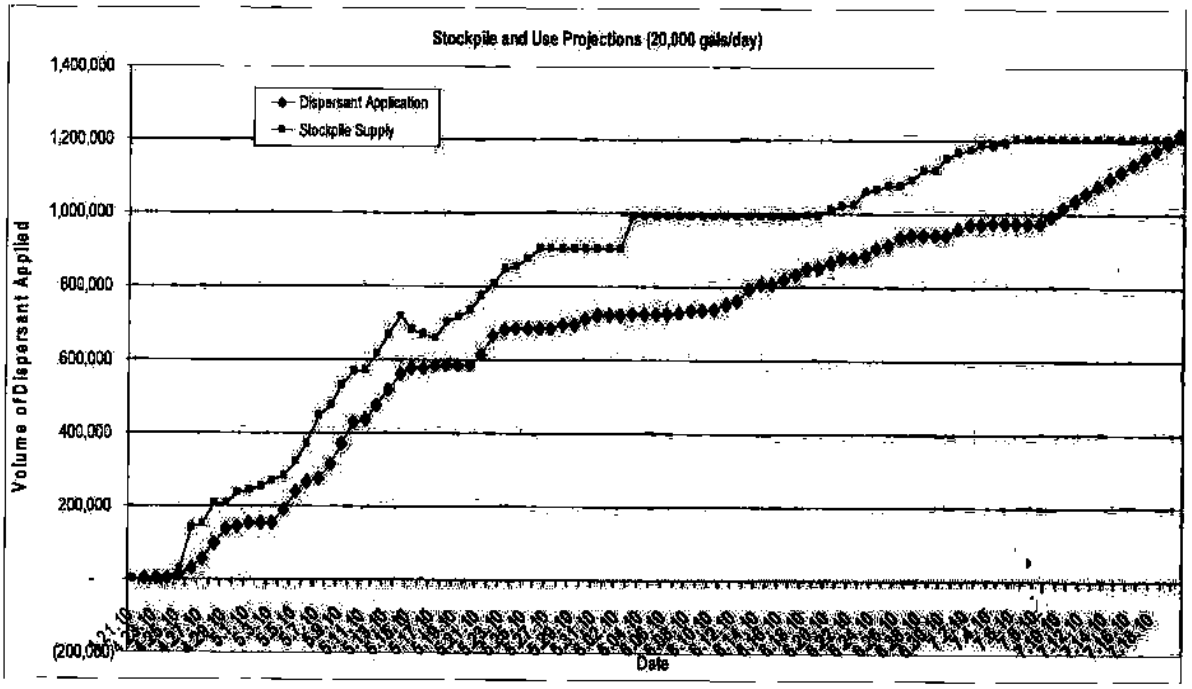
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 08, 2010 (gallons):	10,000 @ 07:10 AM
2. Total Amount of Dispersant Applied on July 08, 2010 (gallons):	0
3. Total Sorties on July 08, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	975,038
5. Total Sorties to date:	404
6. Total Area Covered by Dispersant Applications to date (ml^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.08.2010 – 1200 PM (gallons):	216,859
8. Dispersant Stockpile Expected Arrival as of 7.08.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.09.2010 - 1200 PM (gallons):	216,859
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.8.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified***	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	12
*****NOTE**: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 8, 2010:

- At 07:10 local time 8 July 2010, RADM Watson gave approval to apply an initial 10,000 g of dispersants to targeted dispersible oil. No additional spray authorization was given beyond the initial 10,000 gallons.
- Morning spotters reported only emulsified oil and sheen throughout their flight areas; no dispersible oil. Additional spotter overflights were conducted throughout the day. At 1545, a large dispersible slick (5nm by 1.5nm with 40-60% coverage) was identified; however, this slick was in the area where the offshore skimming vessel assets that were not skimming but were congregating for beginning tomorrow's operations. Requests to the M/V SEACOR LEE were made to have the vessel traffic divert to another area to allow spraying. It was determined that the timeframe required to move the boats would preclude getting spray operations underway before 1730 cutoff window for spray planes. No spray applications were conducted.
- Other dispersible oil was discovered this day, but it was determined by dispersant spotters that skimming operations would be better suited to recovering this oil, so the coordinates for these slicks were given to the offshore skimming operations for recovery.

M/V International Peace Research Activity Update for July 8, 2010:

- The M/V IP had an equipment update and resupply and will leave port tonight to be on scene for the tomorrow morning to test equipment and continue the sampling mission. No samples will be collected on 7.8.10.

SMART Tier 1 Update for July 8, 2010:

- There were no SMART Tier 1 observations as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 7th:
Dated 8 July, 2010

Think safe, fly safe...tomorrow will be a rush to get back into operations. ALL dispersant operations (aerial, burning and skimming) are or will be converging on the source area to resume operations.

NOTE: The daily operations map...the "burn box" (originally planned for 20 nms) and the "skimmers box" are planning on the same area.

This rush brings inherent dangers...we've lost some of the routine flow of operations and will need a day or two to reestablish that flow. Therefore, double check everything especially your communications with everyone around you.

There will be a daily 1500 meeting between the three operations (aerial, skimming and burning) to coordinate the next day's operations and to insure the highest level of safety for all, as each use spotters and thus increasing the potential for conflict.

Again...tomorrow will be a day that we need to increase our vigilance and "*FLY SAFE*"

Mission Targeting start of the day: 07-09-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons NEW LEVEL. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD AO, AY, R, S (**RED** indicators on map).

Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV (**BLUE** indicators on map).

Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (**GREEN** indicators on map).

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of **3 nm** offshore or depths less than **10 meters.**
   b. No dispersant spraying within **5 nm** of the spill source at surface: **28 45 12N - 88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

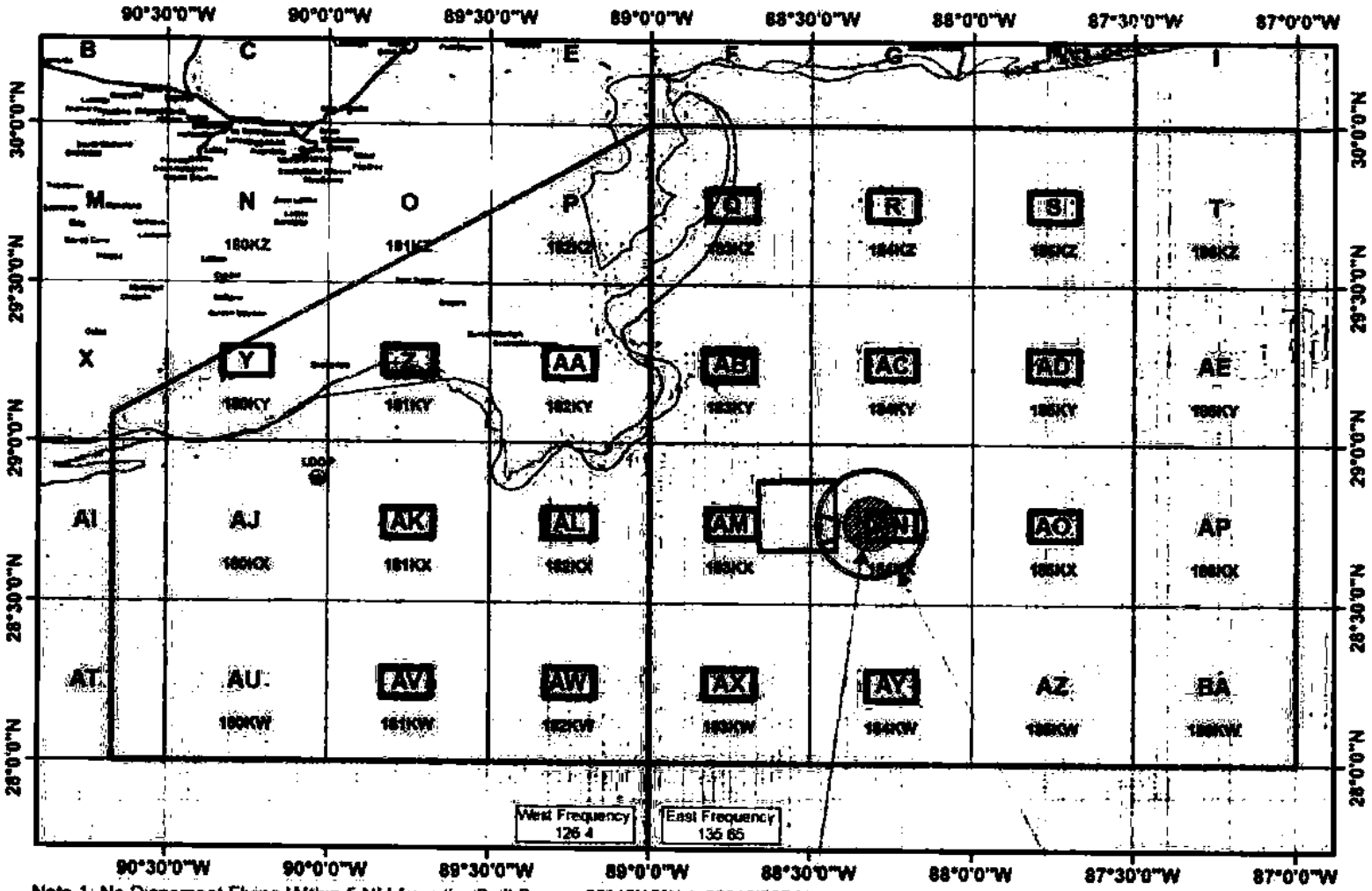
   c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
   d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

Continued next page >

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
      - Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
      It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Dispersant Group conference call will be held 1530 Dial in (b) (6) **participant code** (b) (6) **(Stennis use moderator number).**

Aerial Dispersants Operational Areas July 09, 2010



Note 1: No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

SKIMMER OPERATIONS

BURN BOX

-88 39.666W
28 53.008N

-88 26.577W
28 53.25N

-88 39.467W
28 40.06N

-88 26.339W
28 40.201N

JULY 9, 2010 START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

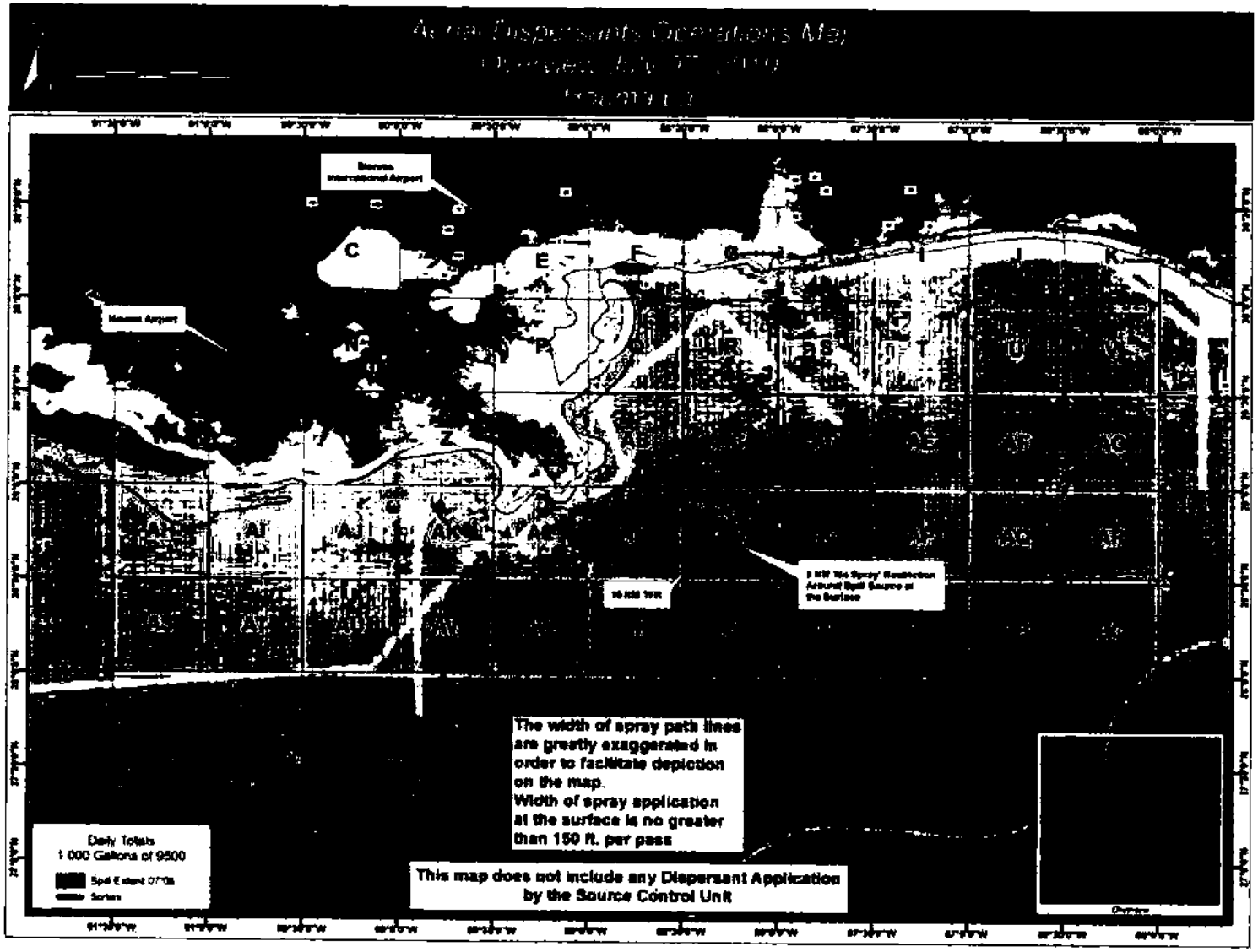
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI N141183			Houma	Backup Spotter	
Turbo COMDR	ASI N112EM			Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR N117TG		3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG 800		Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC 800		Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

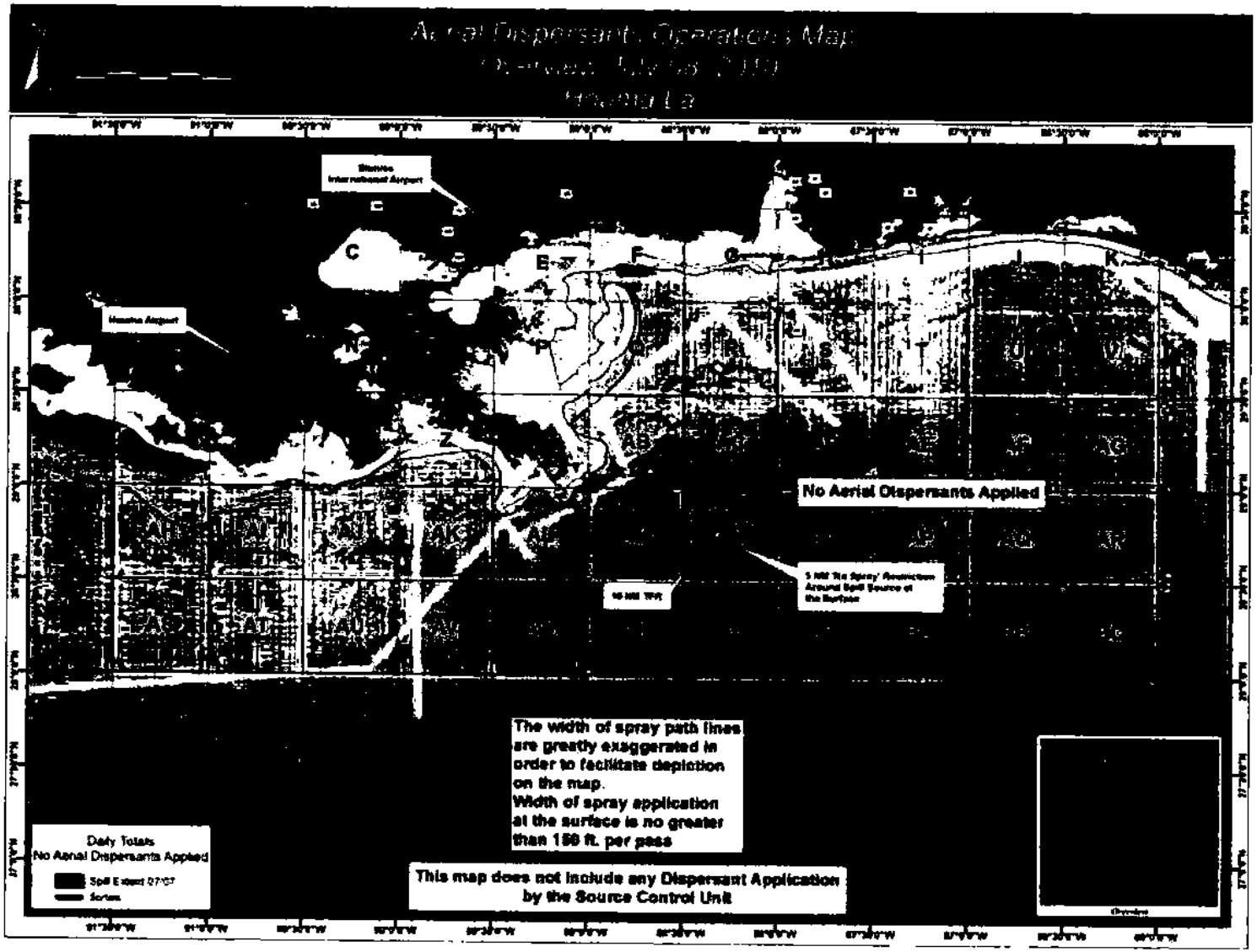
Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
TOTALS	**760,469**	**214,569**	**975,038**	**404**	**195,008**	**304.7**


Aerial Dispersants Operations Map
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
1,000 Gallons of 9500


Aerial Dispersants Operations Map
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/8/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft

SPILL SITE WX:	WIND: ESE 11 - 14	CLG: UNL	VIS: 12 nm	SUNRISE: 0601	SUNSET: 1953
SEA STATE:	Swell: SSE - 4 5' - 9 4'	Wind Waves: ESE 3'		Combined Seas 9 4'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA):	5	ADD'L INST:	See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz

PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A

MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U.S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	79W	Recon / Spotter	4	0			0000 / 0628			0000 / 0841
	Aztec	183	Recon / Spotter	4	0			0000/0631			0000//0959
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610 /0633			0910 / 0910
	BE90	89N	Recon / Spotter	4	0			0000 / 0647			0000 /1049
	BE90	37H	Recon / Spotter	4	0			0000 / 0715			0000 / 1110
	BE90	80Y	Recon / Spotter	4	0			0000 / 0921			0000 /1239
	BE90	39Q	Recon / Spotter	4	0			0000 / 0945			0000 / 1111
	BE90	98Y	Recon / Spotter	4	0			0000 / 1142			0000 / 1515
	BE90	37H	Recon / Spotter	4	0			0000 / 1209			0000 / 1616
	BE90	79W	Recon / Spotter	4	0			0000 / 1254			0000 / 1428
	BE90	80Y	Recon / Spotter	4	0			0000 /1343			0000 / 1715
	BE90	39Q	Recon / Spotter	4	0			0000 / 1441			0000 / 1718
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117FG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT-802	02K	Spray	4	0			1245			1500
	Unable to find dispersable oil, all spray flights cancelled.										

Combined SiteTotals	0	9500
	Stennis	0
	Houma	0

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/9/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft

SPILL SITE WX:	WIND: ESE 5 - 7	CLG: UNL	VIS 15 nm	SUNRISE: 0602	SUNSET: 1953
SEA STATE:	Swell: SSE - 2 0'	Wind Waves: ESE 2'		Combined Seas 3.0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS	
	PRIMARY VHF COM: 126 40 MHz. W of 8 / PRIMARY VHF COM: 135 65 MHz. E of 88-30 / SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
	PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A
	MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N719SY	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N177FG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	403LC	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 9, 2010

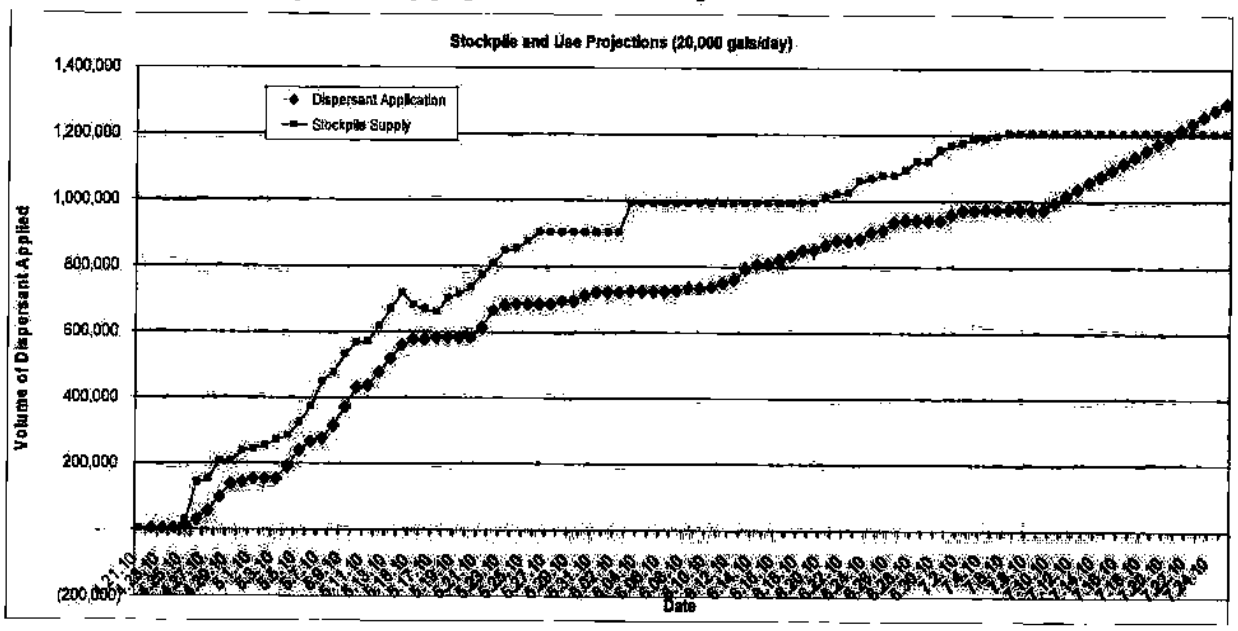
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 09, 2010 (gallons):	10,000 @ 08:50 AM
2. Total Amount of Dispersant Applied on July 09, 2010 (gallons):	0
3. Total Sorties on July 09, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	975,038
5. Total Sorties to date:	404
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.09.2010 – 1200 PM (gallons):	216,859
8. Dispersant Stockpile Expected Arrival as of 7.09.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.10.2010 - 1200 PM (gallons):	216,859
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.8.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified***	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
*****NOTE**: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 9, 2010:

- At 08:50 local time 9 July 2010, RADM Watson gave approval to apply an initial 10,000 g of dispersants to targeted dispersible oil.

- Thirteen overflights were conducted throughout the day. Dispersible oil slicks were identified in zone AN and were already being recovered by skimmers and burned by the ISB vessels. Emulsified oil was also sighted in the northeast AN zone, but was deemed non-dispersible and also had skimmers commencing operations.

- We have been asked about the procedures for conducting our spray missions. Rather than provide a lengthy copy of the operations plan, we have prepared a flow chart of the operations. This flow chart is separate from the "Dispersant Approval Process" flow chart and represents what actions are taken by the staging bases and the spray and spotter aircraft. These actions are constant and are not affected by the approval process, with the one important exception that spraying cannot take place until FOSC approval is obtained. The Dispersant Application Flow Chart is attached.

- With the new cap replacement operations to commence this evening it is expected that there will be a period when the oil release will be uncontained resulting in more oil reaching the surface. During this period the Dispersant Group will be ready to assist in treating any oil that escapes from the skimming and ISB assets stationed near the source site with the currently available dispersant stockpiles.

- We developed a database of all spray missions, specifically targeting all missions that were conducted within 10 - 20 nm from shorelines at the request of BP Corporate. In summary:
  - 56 sorties (13.86% of 404 spray sorties total) were complete or partial applications within 20nm from shore (a sortie is defined as a spray aircraft taking off with a payload, flying offshore, and returning to base after applying dispersant).
  - The gallons sprayed within 10 or 20 nm were estimated from the amount of the spray passes in these areas, i.e., only the portion of the sortie within 10 to 20 nm is included; the spray pass gallons sprayed outside the 10 to 20 nm zones are not included..
  - 2.07% of total spray volume (975,058 gallons) was within 10 nm from shore.
  - 7.79% of total spray volume (975,058 gallons) was within 10 to 20nm from shore.

  A copy of this graphic is attached.

M/V International Peace Research Activity Update for July 9, 2010:

- The M/V IP left port last night and was on scene for this morning's mission to test equipment in preparation for continuing the sampling mission on July 10, 2010. No samples will be collected on 7.9.10.

SMART Tier 1 Update for July 9, 2010:

- There were no SMART Tier 1 observations as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 7th:
Dated 9 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls

Mission Targeting start of the day: 07-10-2010

The following zones are assigned for early morning surveillance and initial spray targets. <u>Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization)</u>.

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AY, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV (BLUE indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Maintain 3 nm boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of 3 nm offshore or depths less than 10 meters.
   b. No dispersant spraying within 5 nm of the spill source at surface: **<u>28 45 12N - 88 18 53 W as defined in the FAA NOTAM.</u>**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
g. Report takeoff and landing times to assigned coordinators as they occur.

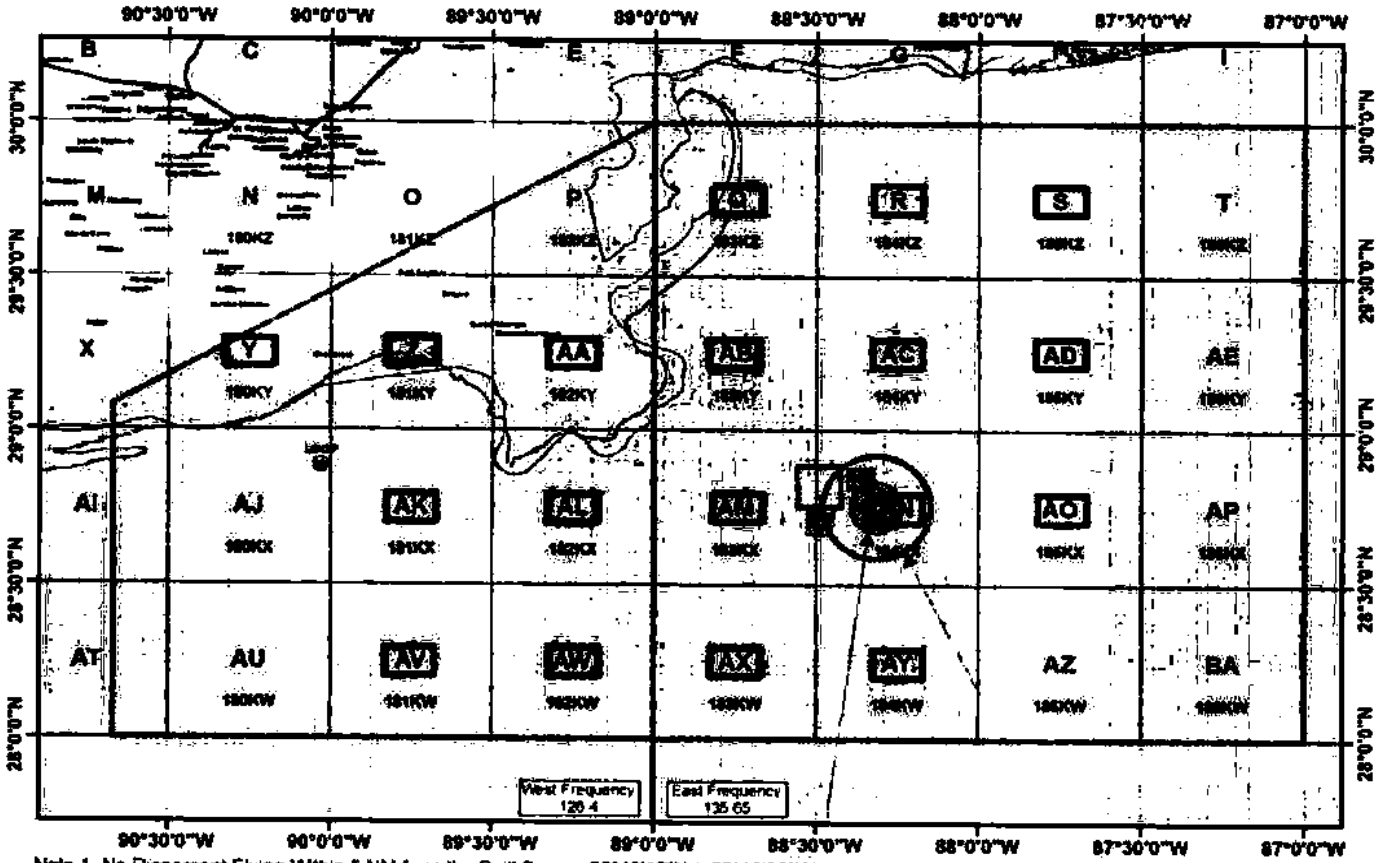
5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   - Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn box is as depicted on the operational chart, **however, note, the burn box location is subject to change.** We will coordinate with the burn boys in the morning and advise if any location adjustment has been made.
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application.
4 **"A Whale"** is still operating position varies but usually WNW-NW of the source. Allow 2nm separation.
5. **Stennis Tasking:** Scientific Support Mission: The IP **will require** a recon/spotter in the morning. Tentative rendezvous location will be the SW corner of AC. Tentatively, the research vessel M/V Determination is due to sail this evening and may need a spotter plane tomorrow. Hopefully, the same plane can spot for the IP & Determination.

No Dispersant Group conference call today. If on is held tomorrow, it will be held @ 1530 Dial in (b) (6) participant code (b) (6). (Stennis use moderator number).

Aerial Dispersants Operational Areas July 10, 2010



Note 1 No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN BOX

JULY 10, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

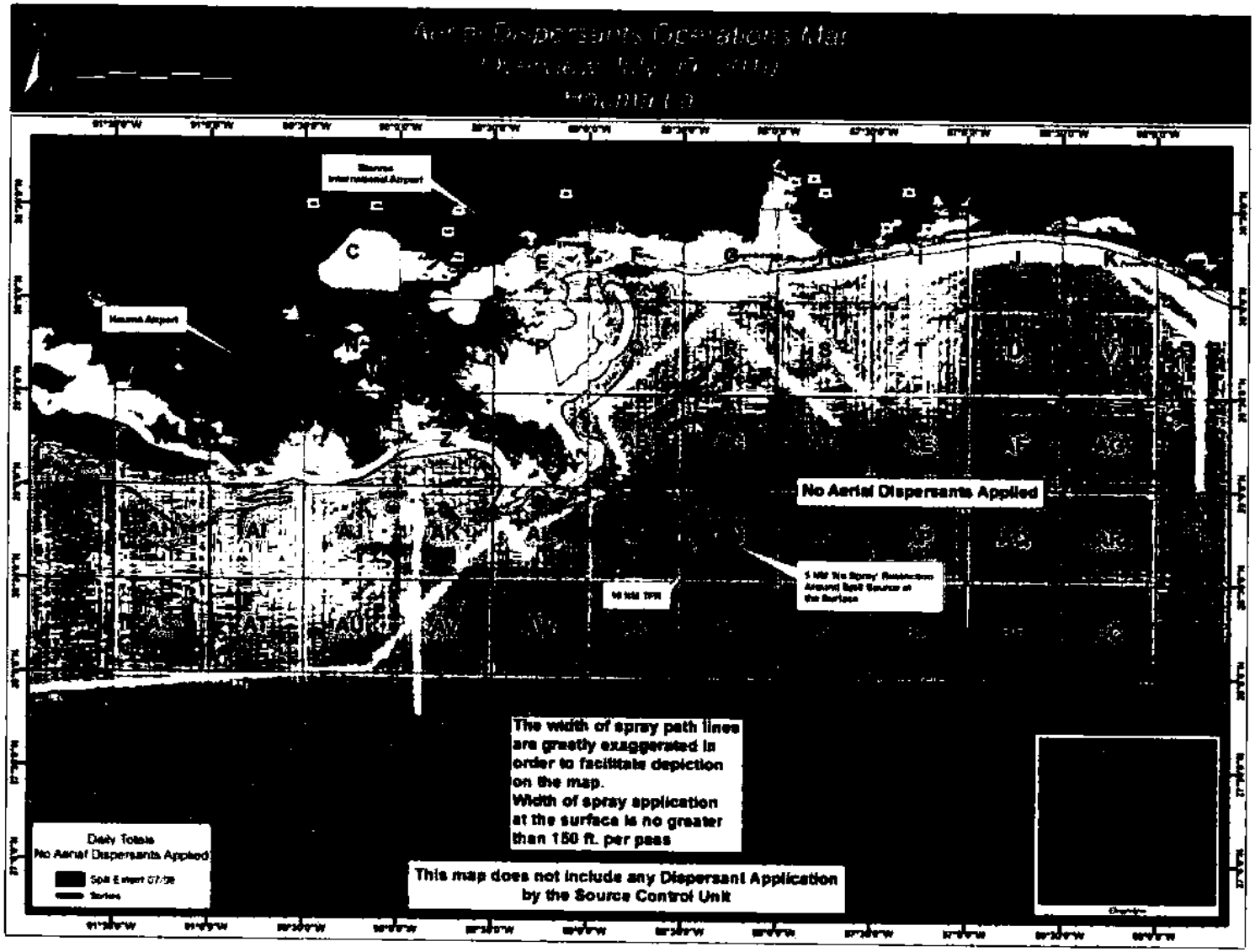
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI N141188			Houma	Backup Spotter	
Turbo COMDR	ASI N112EM			Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR N117TG		3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG 800		Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC 800		Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
TOTALS	**760,469**	**214,569**	**975,038**	**404**	**195,008**	**304.7**


Houma Airport
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/9/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N	Longitude: 88 21 W N	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft

SPILL SITE WX:	WIND: ESE 5 - 7	CLG: UNL	VIS 15 nm	SUNRISE: 0602	SUNSET: 1953
SEA STATE:	Swell: SSE - 2 0'	Wind Waves: ESE 2'		Combined Seas 3 0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 1AR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EDJV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
Recon Sorties											
	BE90	79W	Recon	4	0			0000 / 0622			0000 / 0839
	BE90	99D	Recon	4	0			0000 / 0626			0000 / 0950
	Turbo Cmdr	2EM	Recon	5	0			0610 / 0640			0910 / 0908
	BE90	89N	Recon	4	0			0000 / 0641			0000 / 1051
	Aztec	183	Recon	4	0			0000 / 0648			0000 / 1016
	BE90	89N	Recon	4	0			0000 / 0647			0000 / 1049
	BE90	37H	Recon	4	0			0000 / 0814			0000 / 1228
	BE90	39Q	Recon	4	0			0000 / 0908			0000 / 1315
	BE90	99D	Recon	4	0			0000 / 1047			0000 / 1408
	BE90	80Y	Recon	4	0			0000 / 1103			0000 / 1506
	BE90	89N	Recon	4	0			0000 / 1143			0000 / 1530
	BE90	37H	Recon	4	0			0000 / 1326			0000 / 1706
	Aztec	183	Recon	4	0			0000 / 1340			0000 / 1630
	BE90	39Q	Recon	4	0			0000 / 1411			0000 / 1715
Training Sorties											
	C-130	JIV	Training 4		0	No Spray		1135			1335
	C-130	401LC	Training 4		0	No Spray		1204			1350
	Training sorties to train new crews, no dispersants or water sprayed.										
Spray/Spotter Sorties											
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N712EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	401LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT-802	02K	Spray	4	0			1245			1500
	Unable to find dispersable oil, all spray flights cancelled.										

Combined SiteTotals	0	9500
	Stennis	0
	Houma	0

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/10/2010	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N	Longitude: 88.21 W N	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.

SPILL SITE WX:	WIND: WSW 8 - 10'	CLG: 5,000	VIS: 15 nm	SUNRISE: 0602	SUNSET: 1953
SEA STATE:	Swell: SSE - 1.0'	Wind Waves WSW 1.5'		Combined Seas 2.0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, W of 88	PRIMARY VHF COM: 135.65 MHz, E of 88-30	EC. VHF COM: 123.45 / EMERG COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

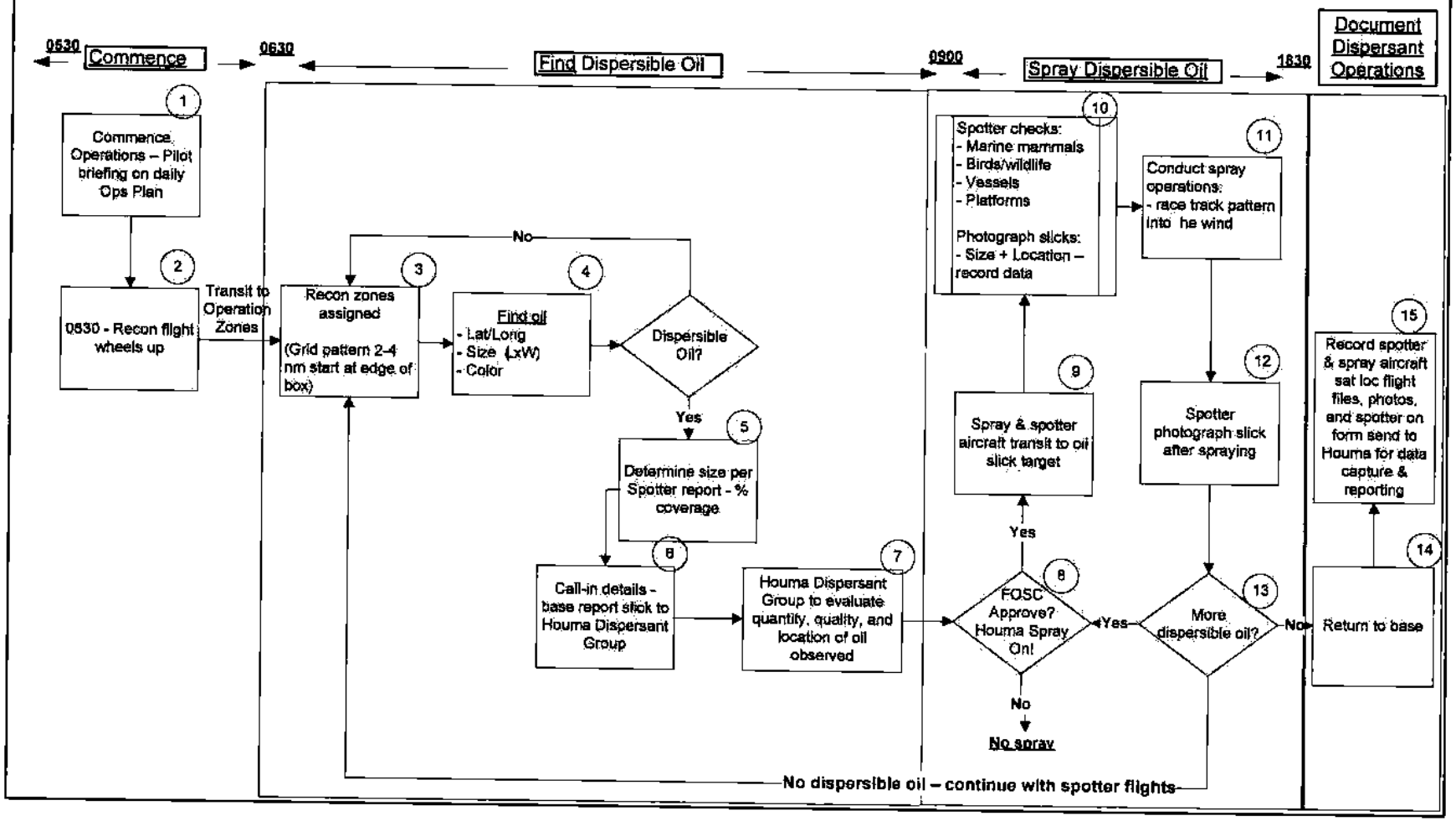
AIRCRAFT INFORMATION:

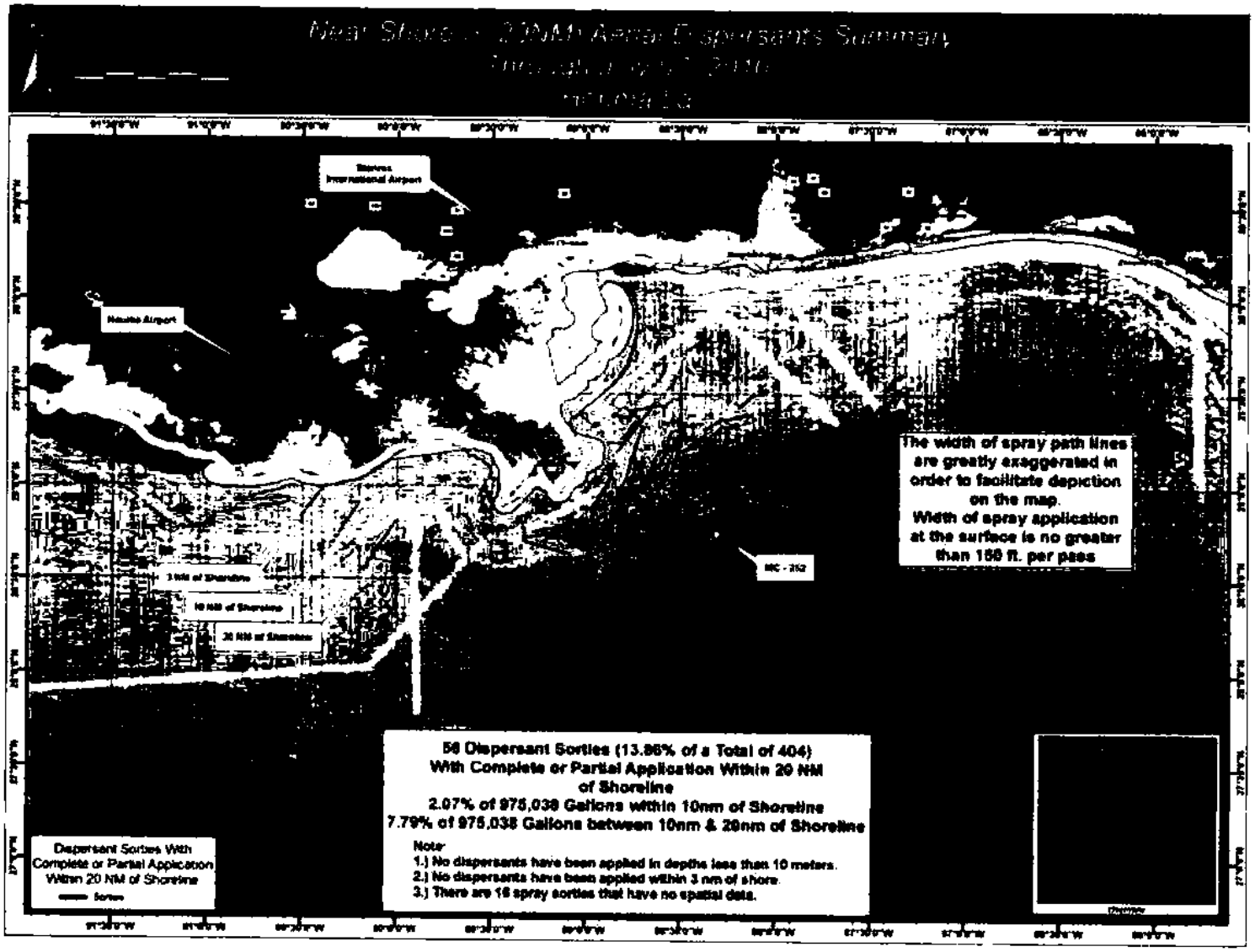
Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals	9500
Stennis	0
Houma	0

Dispersant Spray Operations Flow Chart




Near Shore - 20NM Aerial Dispersants Summary
Stennis International Airport
Naples Airport
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
MC - 252
3 NM of Shoreline
10 NM of Shoreline
20 NM of Shoreline
56 Dispersant Sorties (13.86% of a Total of 404)
With Complete or Partial Application Within 20 NM of Shoreline
2.07% of 975,038 Gallons within 10nm of Shoreline
7.79% of 975,038 Gallons between 10nm & 20nm of Shoreline
Note
1.) No dispersants have been applied in depths less than 10 meters.
2.) No dispersants have been applied within 3 nm of shore.
3.) There are 16 spray sorties that have no spatial data.
Dispersant Sorties With Complete or Partial Application Within 20 NM of Shoreline
Sorties

Aerial Dispersants Operations – Houma Status Report

July 10, 2010

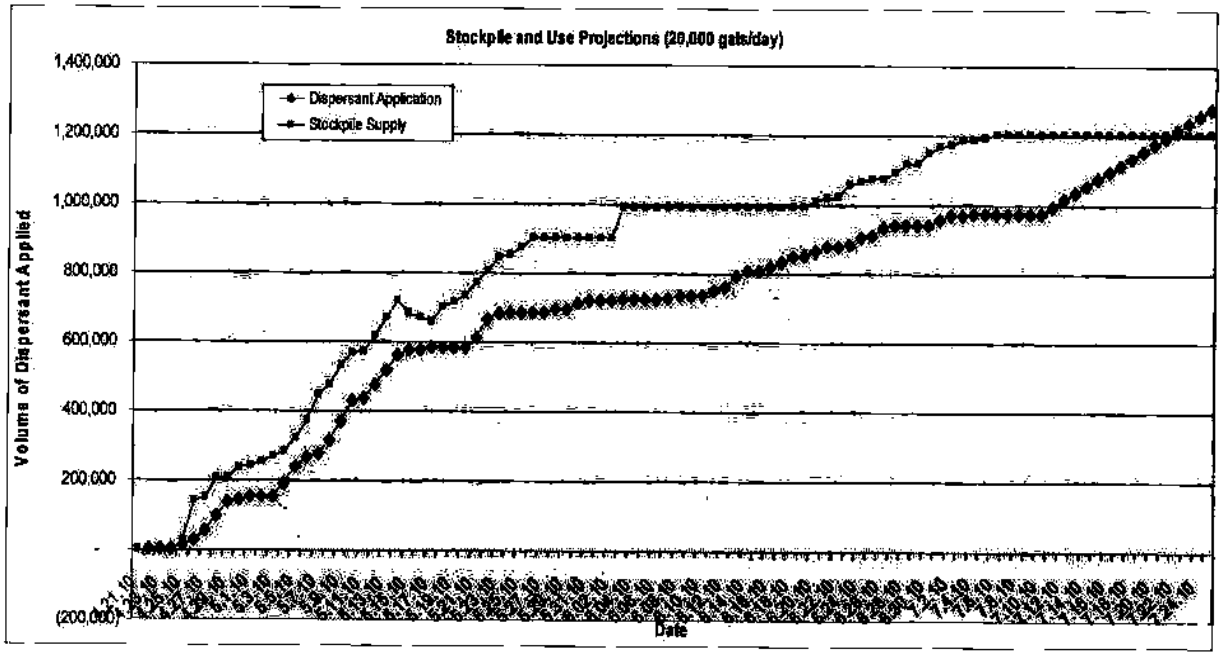
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 10, 2010 (gallons):	10,000 @ 07:01 AM
2. Total Amount of Dispersant Applied on July 10, 2010 (gallons):	0
3. Total Sorties on July 10, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	975,038
5. Total Sorties to date:	404
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.10.2010 – 1200 PM (gallons):	216,859
8. Dispersant Stockpile Expected Arrival as of 7.10.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.11.2010 - 1200 PM (gallons):	216,859
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.10.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 10, 2010:

- At 07:01 local time 10 July 2010, RADM Watson gave approval to apply an initial 10,000 g of dispersants to targeted dispersible oil.
- Thirteen overflights were conducted throughout the day. Dispersible oil slicks were identified in Zone AN and were already being recovered by skimmers and burned by the ISB vessels. By the time the spray aircraft arrived on scene, the aircraft was required to return to Stennis airbase fully loaded.

M/V International Peace Research Activity Update for July 10, 2010:

- Today the M/V IP collected samples pre and post-dispersant application using a boat spray system. Field measurements included use of dual C-3s towed simultaneously, LISST particle size analyzer and field viscometry. Water samples were collected at 1 and 10 meter depths at background, pre- and post-dispersant spray for chemical analysis and toxicity testing. The vessel will remain offshore tonight and tomorrow morning will meet a spotter plane in the SE corner of zone AN to continue its mission.
- The MV IP is scheduled to come to port on Monday evening (7.13.10). Once in port, data will be uploaded for evaluation and samples shipped to laboratories for analysis.

SMART Tier 1 Update for July 10, 2010:

- There were no SMART Tier 1 observations as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 11th:
Dated 10 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls

Mission Targeting start of the day: 07-11-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AY, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV (BLUE indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of **3 nm** offshore or depths less than **10 meters.**
   b. No dispersant spraying within **5 nm** of the spill source at surface: **28 45 12N - 88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

   c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
   d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn box is as depicted on the operational chart, however, note, the **burn box location is subject to change**. We will coordinate with the burn boys in the morning and advise if any location adjustment has been made.
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application.
4. **"A Whale"** is still operating position varies but usually W-NW quadrants of the source in Zones AN & AM. Allow 2nm separation.
5. **Stennis Tasking:** Scientific Support Mission: The IP will require a recon/spotter in the morning. Tentative rendezvous location will again be 0700 at 28◦ 30' N-88◦ 00' W. The Determination is being instructed to be at 29◦ 00' N-89◦ 45' W. Ken Schacht is the POC/Liaison between the Determination and Aerial Dispersants. Vince Kane/79W will overfly the Determination at or about 0700 at the Determination location. Vince will attempt to contact the Determination on 122.9 (primary) or 123.45 (secondary). The 79W does not have a marine VHF. Once Vince contacts the Determination he will direct them to the nearest emulsified oil in the area, after which he will continue on his recon patrol. If Vince fails to communicate with the Determination, Vince will continue on his routine recon route.

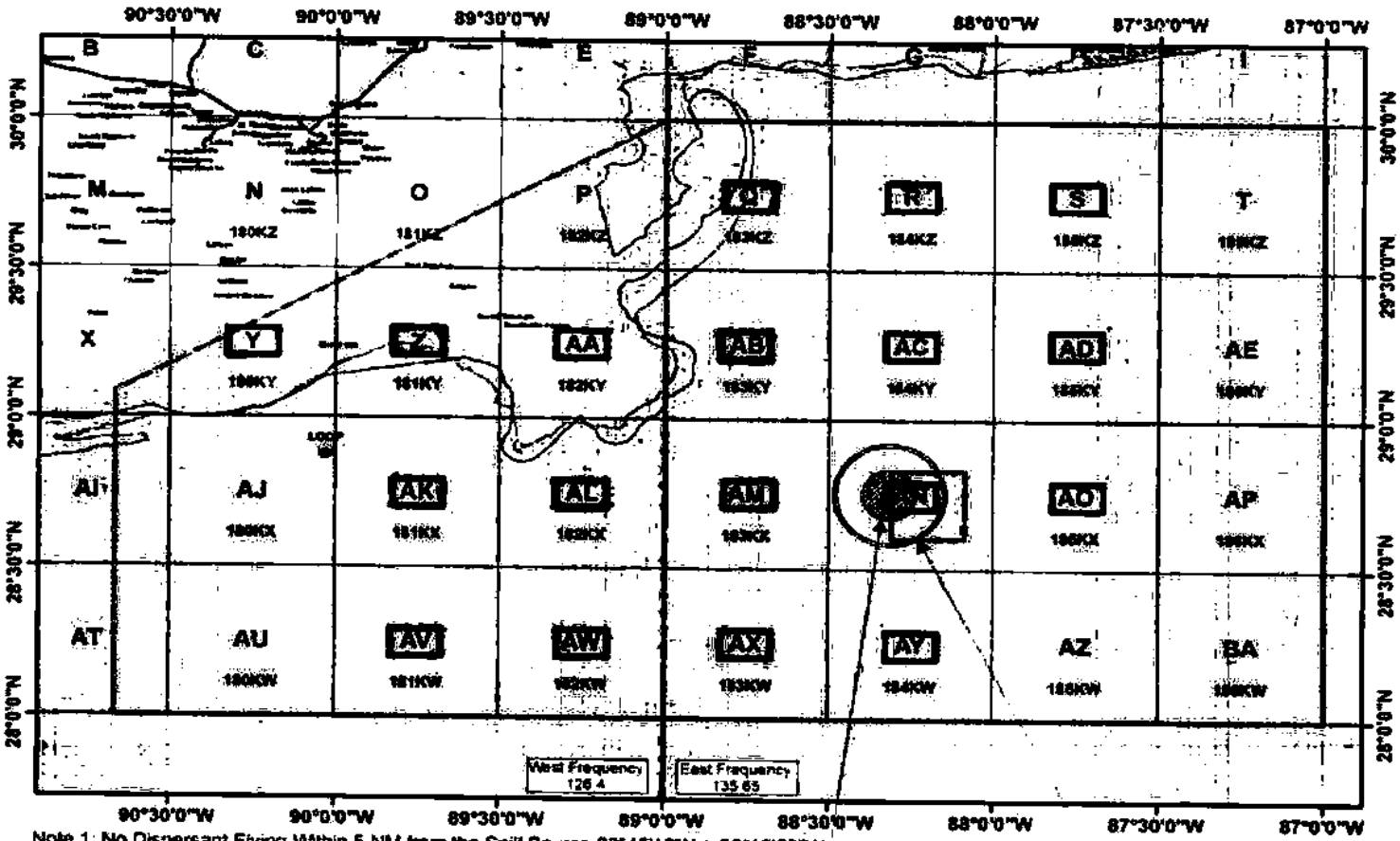
Dispersant Group conference call today. It will be held @ 1530 Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

Richard Advises as follows;

BLIMP S & BALLONS:

- Be advised that there will be a new element coming into the aviation mix.
- Planned are the introduction of multiple balloons types operated by NOAA in the burn area to monitor air quality, these will be tethered to the burn boats.
- Also planned, a bigger air ship type, also operated by NOAA and tethered to a ship that will be flying at between 300' and 1000"...there will be a 3 mile restriction around this aircraft.

Aerial Dispersants Operational Areas July 11, 2010



Note 1: No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

- Stennis
- ASI Houma
- AT Houma

BURN BOX

-88 18 32.894W	-88 06 07.739W
28 49 56.138N	28 49 56.138N
-88 18 32.894W	-88 06 07.739W
28 36 21.226N	28 36 21.226N

JULY 11, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N112EM		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
TOTALS	**760,469**	**214,569**	**975,038**	**404**	**195,008**	**304.7**

Due to the time for spray mission completion, the graphic showing the spray missions will be included in tomorrow's report.

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/10/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N N	Longitude: 88.21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.

SPILL SITE WX:	WIND: WSW 8 - 10'	CLG: 5,000	VIS: 15 nm	SUNRISE: 0602	SUNSET: 1953
SEA STATE:	Swell: SSE - 1.0'	Wind Waves: WSW 1.5'		Combined Seas 2.0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 ADD'L INST: See required setbacks and no fly area's on operational plan

COMMS	
	PRIMARY VHF COM: 126.40 MHz, W of 8 / PRIMARY VHF COM: 135.65 MHz, E of 88-30 / EC. VHF COM: 123.45 / EMERG COM: 121.5 MHz
	PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A
	MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	39Q	Recon / Spotter	4	0			0600 / 0624			0945 / 1034
	BE90	89N	Recon / Spotter	4	0			0610 / 0640			0950 / 1040
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610 / 0610			0910 / 0824
	Aztec	183	Recon / Spotter	4	0			0620 / 0618			0920 / 0921
	BE90	79W	Recon / Spotter	4	0			0630 / 0648			0930 / 0911
	BE90	37H	Spotter	4	0			0800 / 1355			1200 / 1738
1	C -130	N117TG	Spray	4	0			0830 / 1500			1030 / 1630
	Turbo Cmdr	N112EM	Spotter	5	0			1205			1540
2	BE-62	N932H	Spray	4	0			1200			1425
3	DC-3	966	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0800			1206
4	C -130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	0			1245			1500
	BE90	98Y	SSM 16 / Spotter	4	0			0000 / 0615			0000 / 0916
	BE90	37H	Recon / Spotter	4	0			0000 / 0855			0000 / 1255
	BE90	99D	Recon / Spotter	4	0			0000 / 0916			0000 / 1244
	BE90	80Y	Recon / Spotter	4	0			0000 / 1131			0000 / 1540
	BE90	89N	Recon / Spotter	4	0			0000 / 1126			0000 / 1502
	BE90	98Y	Recon / Spotter	4	0			0000 / 1342			0000 / 1718
	BE90	79W	Recon / Spotter	4	0			0000 / 1429			0000 / 1641

Combined SiteTotals	0	9500
	Stennis	0
	Houma	0

Flights in yellow were canceled.

Vessels were located in all disperible oil slicks identified today. NO spray missions completed. Sortie number one was launched and vessels moved into the oil slick, no dispersant was sprayed. SSM 16 (scientific support mission) was completed with 98Y and the vessel International Peace.

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/11/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft

SPILL SITE WX:	WIND: WSW 10 - 16	CLG: UNL	VIS: 8 - 15 nm	SUNRISE: 0601	SUNSET: 1953
SEA STATE:	Swell: CONF 5 - 1'	Wind Waves: WSW 1 5' - 2'		Combined Seas 4 3'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135.65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
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King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 11, 2010

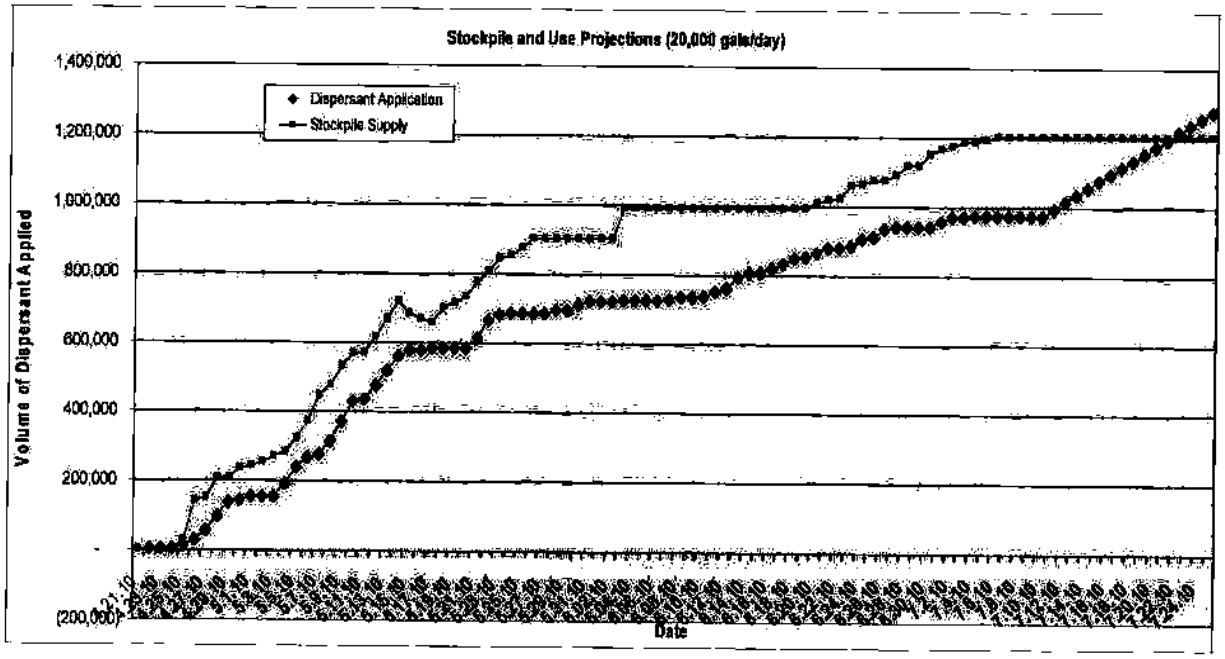
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 11, 2010 (gallons):	10,000 @ 08:22 AM
2. Total Amount of Dispersant Applied on July 11, 2010 (gallons):	0
3. Total Sorties on July 11, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	975,038
5. Total Sorties to date:	404
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.11.2010 – 1200 PM (gallons):	216,859
8. Dispersant Stockpile Expected Arrival as of 7.11.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.12.2010 - 1200 PM (gallons):	216,859
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.10.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 11, 2010:

- At 08:22 local time 11 July 2010, RADM Watson gave approval to apply an initial 10,000 g of dispersants to targeted dispersible oil.
- Thirteen overflights were conducted throughout the day. Dispersible oil slicks were identified but were already being recovered by skimmers in the area.
- Aerial Dispersant Group Houma gave a briefing on the dispersant operations and a tour of the ASI and AT-802 spray assets and participated in an overflight tour of the source site and offshore areas for USCG and USEPA HQ / Region VI personnel.

M/V International Peace Research Activity Update for July 11, 2010:

- After looking and failing to find a suitable oil patch to sample, the M/V IP collected reference samples and returned to port. The field data collected yesterday (July 10, 2010) has already been uploaded on the EPA website.
- The M/V IP will be taking on supplies and going out late in the day tomorrow.

SMART Tier 1 Update for July 11, 2010:

- There were no SMART Tier 1 observations as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 12th:
Dated 11 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls

Mission Targeting start of the day: 07-12-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AY, R, S (RED indicators on map).

Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV (BLUE indicators on map).

Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of **3 nm** offshore or depths less than **10 meters.**
   b. No dispersant spraying within **5 nm** of the spill source at surface: **28 45 12N - 88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

   c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
   d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Continued next page →

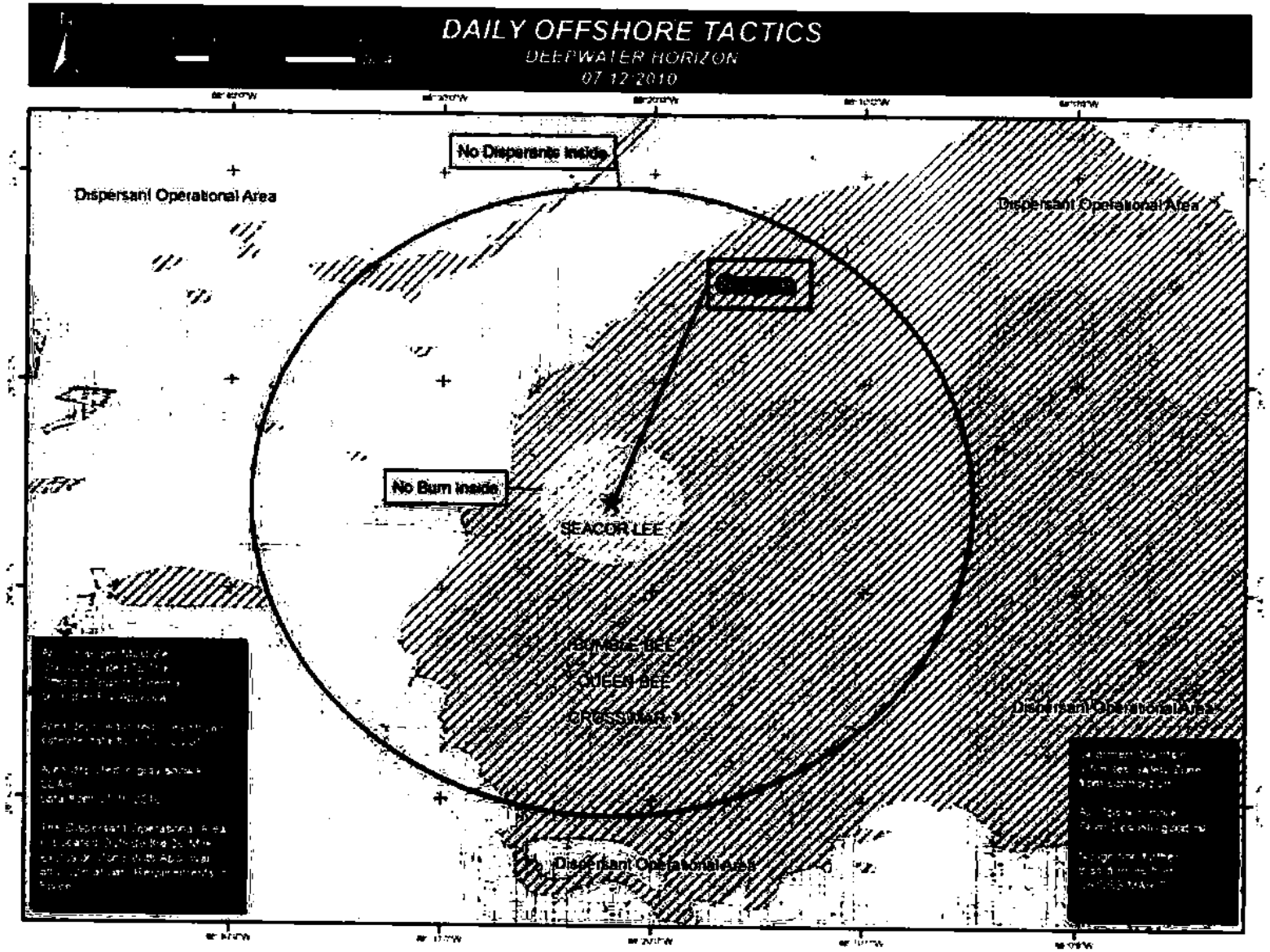
Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn box/circle is as depicted on the operational chart, however, note, the **burn box location is subject to change**. We will coordinate with the burn in the morning and advise if any location adjustment has been made.
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application. Offshore Operations has set a 15 nm radius around the source. Tentatively all boats and burns will take place inside of that 15nm and no dispersant application will take place within that circle.
4. **Stennis Tasking:** Scientific Support Mission: The IP **will not require** a recon/spotter in the morning. Vessel will be in port and will sail tomorrow evening and will require a spotter for Tuesday morning. Rendezvous point and time for Tuesday will be advised Monday evening. The Determination will be at 29° 00' N - 88° 00' W (NE Quadrant Zone AN). 98Y is tentatively arranged to rendezvous with the Determination at 0700 tomorrow morning.

Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

BLIMP S & BALLONS:

- NOTAM still being drafted. All will be advised when NOTAM is issued.


DAILY OFFSHORE TACTICS
DEEPWATER HORIZON
07 12 2010
No Dispersants Inside
Dispersant Operational Area
Dispersant Operational Area
No Burn Inside
SEACOR LEE
BUMBLE BEE
QUEEN BEE
CROSSMAN
Dispersant Operational Area
Dispersant Operational Area

Dispersant Spray Assets

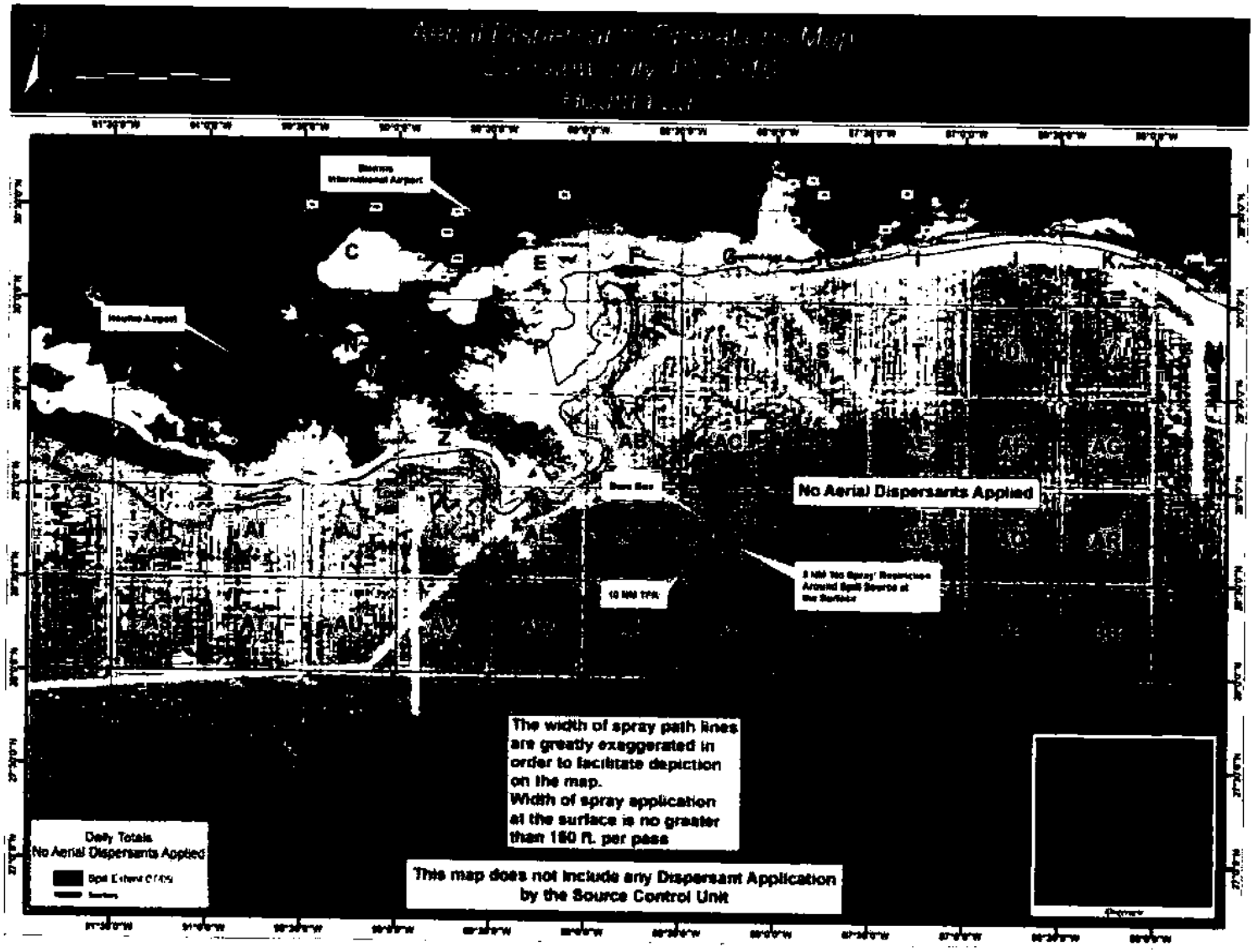
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N112EM		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

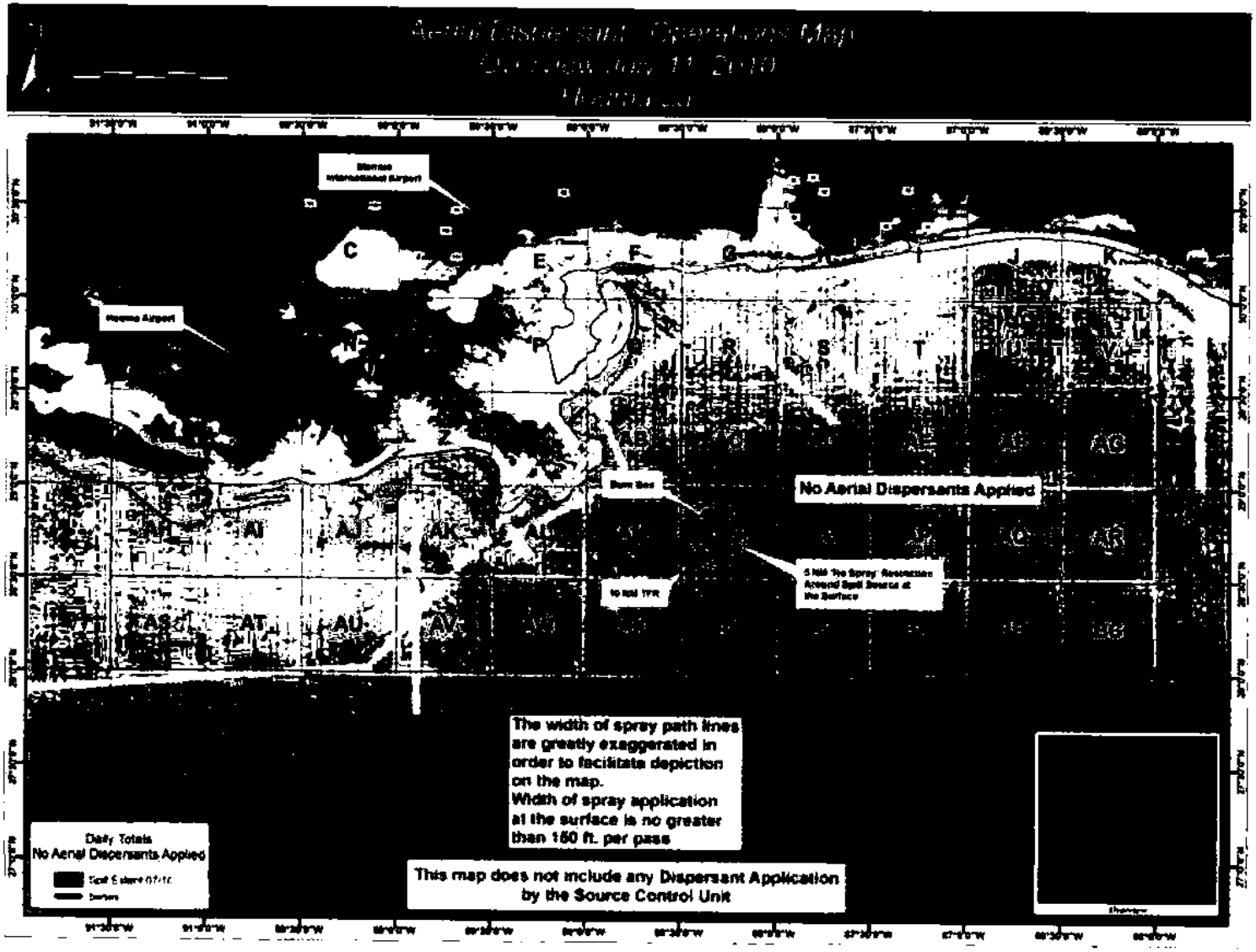
Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
TOTALS	**760,469**	**214,569**	**975,038**	**404**	**195,008**	**304.7**


No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied


No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE:	7/11/10	**TIME:**	0600 local	**STAGING AIRPORTS:**	Stennis Int'l / Houma	**AIRPORT ID:**	KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude:	28 55 N	N	Longitude:	88 21 W	W	Size:
GEOGRAPHICAL REFERENCE:				112 nm SSE Stennis Airport			

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude:	See OPS Chart	ft
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude:	See OPS Chart	ft
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude:	See OPS Chart	ft

SPILL SITE WX:	WIND:	WSW 10 - 16	CLG:	UNL	VIS:	8 - 15 nm	SUNRISE:	0601	SUNSET: 1953
SEA STATE:	Swell: CONF 5 - 1'		Wind Waves: WSW 1 5' - 2'				Combined Seas 4 3'		

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA):	5	**ADD'L INST:**	See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	39Q	Recon / Spotter	4	0			0600 / 0627			0945 / 1042
	BE90	89N	Recon / Spotter	4	0			0610 / 0645			0950 / 1046
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610 / 0634			0910 / 0814
	Aztec	183	Recon / Spotter	4	0			0620 / 0641			0920 / 0940
	BE90	79W	Recon / Spotter	4	0			0630 / 0631			0930 / 0922
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	0			0830			1000
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1000			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	[illegible]	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	0			1245			1500
	BE90	98Y	SSM 17 / Spotter	4	0			0000 / 0615			0000 / 0943
	BE90	37H	Recon / Spotter	4	0			0000 / 0853			0000 / 1254
	BE90	41J	Recon / Spotter	4	0			0000 / 0915			0000 / 1259
	BE90	80Y	Recon / Spotter	4	0			0000 / 1129			0000 / 1514
	BE90	39Q	Recon / Spotter	4	0			0000 / 1145			0000 / 1545
	BE90	79W	Recon / Spotter	4	0			0000 / 1351			0000 / 1732
	BE90	89N	Recon / Spotter	4	0			0000 / 1358			0000 / 1800
	BE90	37H	Recon / Spotter	4	0			0000 / 1406			0000 / 1747

Combined SiteTotals	0	9500
	Stennis	0
	Houma	0

No dispersant was applied today

Flights in yellow were canceled, dispersible oil was discovered by spotter / recon aircraft, but several vessels were in the area of the oil slilcks skimming. Scientific Support Mission 17 with 98Y and the International Peace was completed today.

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/12/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude: See OPS Chart ft
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude: See OPS Chart ft
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude: See OPS Chart ft

SPILL SITE WX:	WIND: WSW 10 - 20	CLG: UNL	VIS: 8 - 20 nm	SUNRISE: 0603	SUNSET: 1953
SEA STATE:	Swell: CONF 5	Wind Waves: WSW 2 - 2 5'		Combined Seas 5 1'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, W of 88-30	PRIMARY VHF COM: 135.65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
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King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EBJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N9321I	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	4031C	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 12, 2010

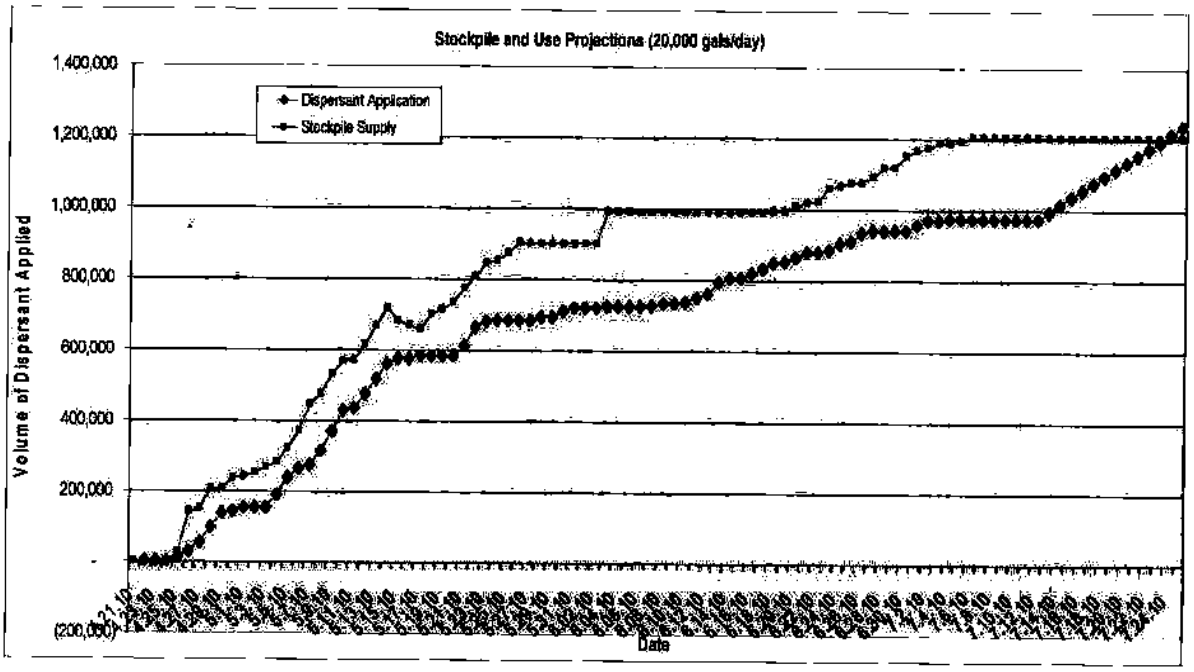
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 12, 2010 (gallons):	10,000 @ 07:50 AM
2. Total Amount of Dispersant Applied on July 12, 2010 (gallons):	0
3. Total Sorties on July 12, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	975,038
5. Total Sorties to date:	404
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.12.2010 – 1200 PM (gallons):	216,859
8. Dispersant Stockpile Expected Arrival as of 7.12.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.13.2010 - 1200 PM (gallons):	216,859
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.10.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 12, 2010:

- At 07:50 local time 12 July 2010, RADM Watson gave approval to apply an initial 5,000 g of dispersants to targeted dispersible oil.
- Fourteen overflights and one training flight were conducted throughout the day. No dispersible oil slicks were identified outside of the 30 nm exclusion zone about the source so no dispersants were applied.
- The Unified Area Commander, RADM Watson delegated aerial dispersant application approval authority for up to 10,000 gallons a day to FOSCR, ICP Houma in a memorandum dated 11 July 2010. A copy showing the details of this authority is attached.

M/V International Peace Research Activity Update for July 12, 2010:

- The M/V IP was in port today, taking on supplies and will be going out tonight to be in place for tomorrow's operations. No samples were collected this day.

SMART Tier 1 Update for July 12, 2010:

- There were no SMART Tier 1 observations as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 13th:
Dated 12 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls

Mission Targeting start of the day: 07-13-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AZ, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV, AY (BLUE indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Maintain 3 nm boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of 3 nm offshore or depths less than 10 meters.
   b. No dispersant spraying within 5 nm of the spill source at surface: **28 45 12N -88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

   c. No aerial dispersant spraying 2nm of vessels, platforms, and 3nm from marine mammals.
   d. SMART and Scientific Support Missions may spray within 1nm of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Continued next page →

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are within the circle is as depicted on the operational chart, however, ***burn location within that circle is subject to continuous change and we will not be given a specific burn location within the circle.*** **The intent is for the burn to rotate within the circle.**
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application. **Offshore Operations has set a 15 nm radius around the source. Tentatively all skimming boats and burn activities will take place inside of that 15nm and no dispersant application will take place within that circle.**
4. **Stennis Tasking:** Scientific Support Mission: The IP **will require** a recon/spotter Tuesday morning. Rendezvous point and time for Tuesday will be advised Monda0700 @ the SE corner of AN, 28° 30" N -88° 00' W. Weather and sea state is provided for why selected targets cannot be skimmed, addressed by other mechanical means or in situ. The spotter support mission for tomorrow for the Determination is unknown at the moment. If needed, Ken will arrange in the morning or later this evening if the situation becomes clarified.

Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

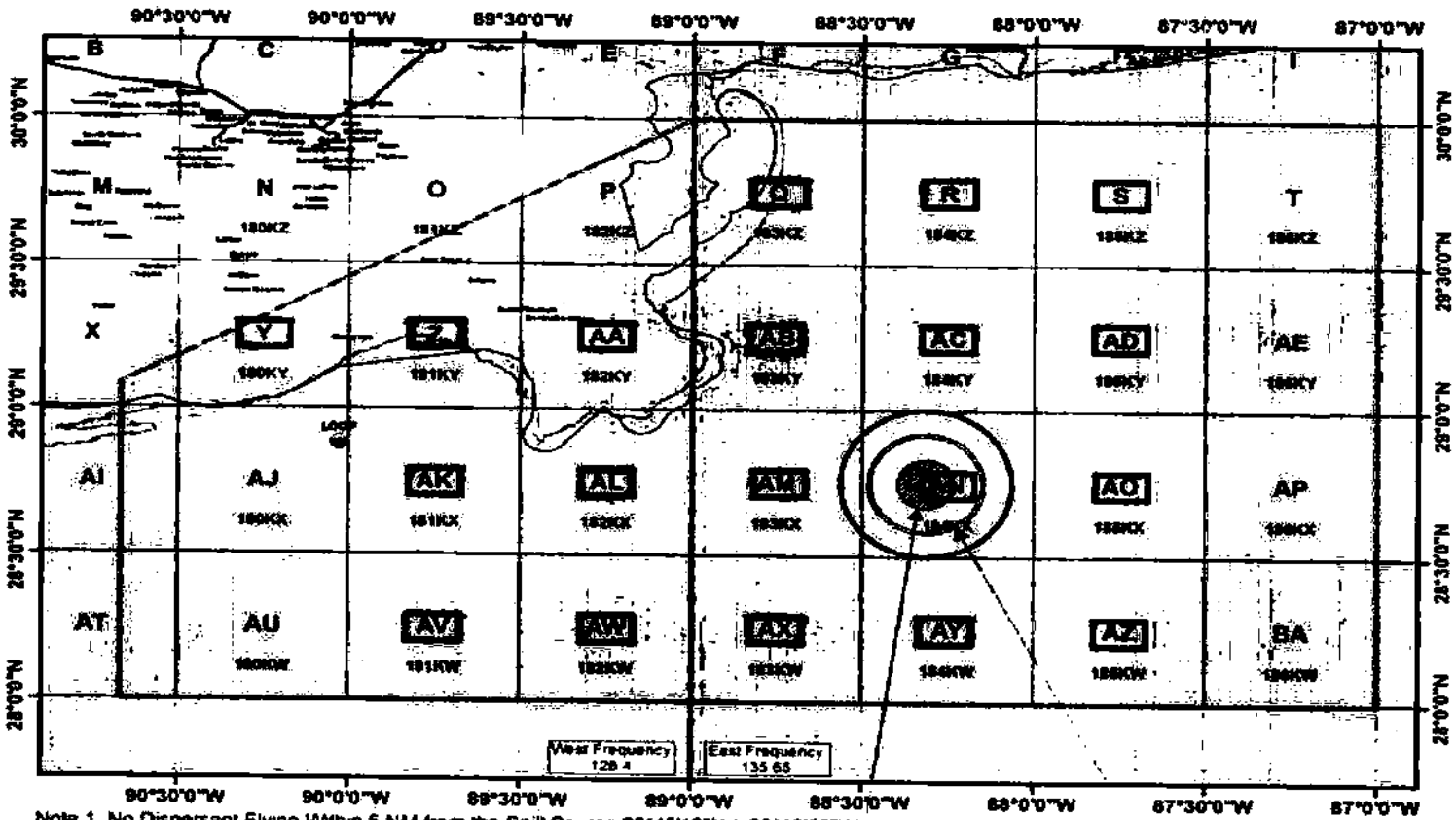
BLIMP S & BALLONS:

As earlier noted there are increasing balloon efforts in support of the spill. Here is the latest two we encountered.

FDC 0/1159 ZHU ..SPECIAL NOTICE.. GULF OF MEXICO. DEEPWATER HORIZON/MISSISSIPPI CANYON INCIDENT CLEANUP AND RECONSTITUTION OPERATIONS. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. TETHERED BALLOON AND BURN OPERATIONS. PILOTS SHOULD USE EXTREME CAUTION WHEN OPERATING WITHIN A 15 NM RADIUS OF 284512N/0881853W DUE TO SIGNIFICANT OIL BURN OPERATIONS IN PROGRESS. BURN AREA MAY CAUSE THICK SMOKE TO BE PRODUCED AND HAS A POTENTIAL TO REDUCE FLIGHT VISIBILITY. WITHIN THIS AREA A 14 FT TETHERED BALLOON MAY BE OPERATING FROM THE SURFACE TO 1000 FT AGL. THE BALLOON WILL ONLY BE OPERATING WITHIN ACTIVE BURN PLUMES AND PILOTS ARE ADVISED TO AVOID ALL ACTIVE BURN PLUMES BY 2 NM. OMAHA WILL BE ADVISED OF BALLOON LOCATION AT ALL TIMES. QUESTIONS ABOUT BALLOON OPERATIONS SHOULD BE DIRECTED TO THE FAA REPRESENTATIVE AT THE TYNDALL DEEPWATER HORIZON INCIDENT AIR OPERATIONS CENTER AT 850-282-0928.

In addition to this NOTAM there are night time launches off the R/V Brooks (mostly around the spill area) conducting weather balloon operations...while not an issue for us we are trying to track all the changing mix in the airspace.

Aerial Dispersants Operational Areas July 13, 2010



Note 1 No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN BOX
15 NMs Radius Around Source

JULY 13, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

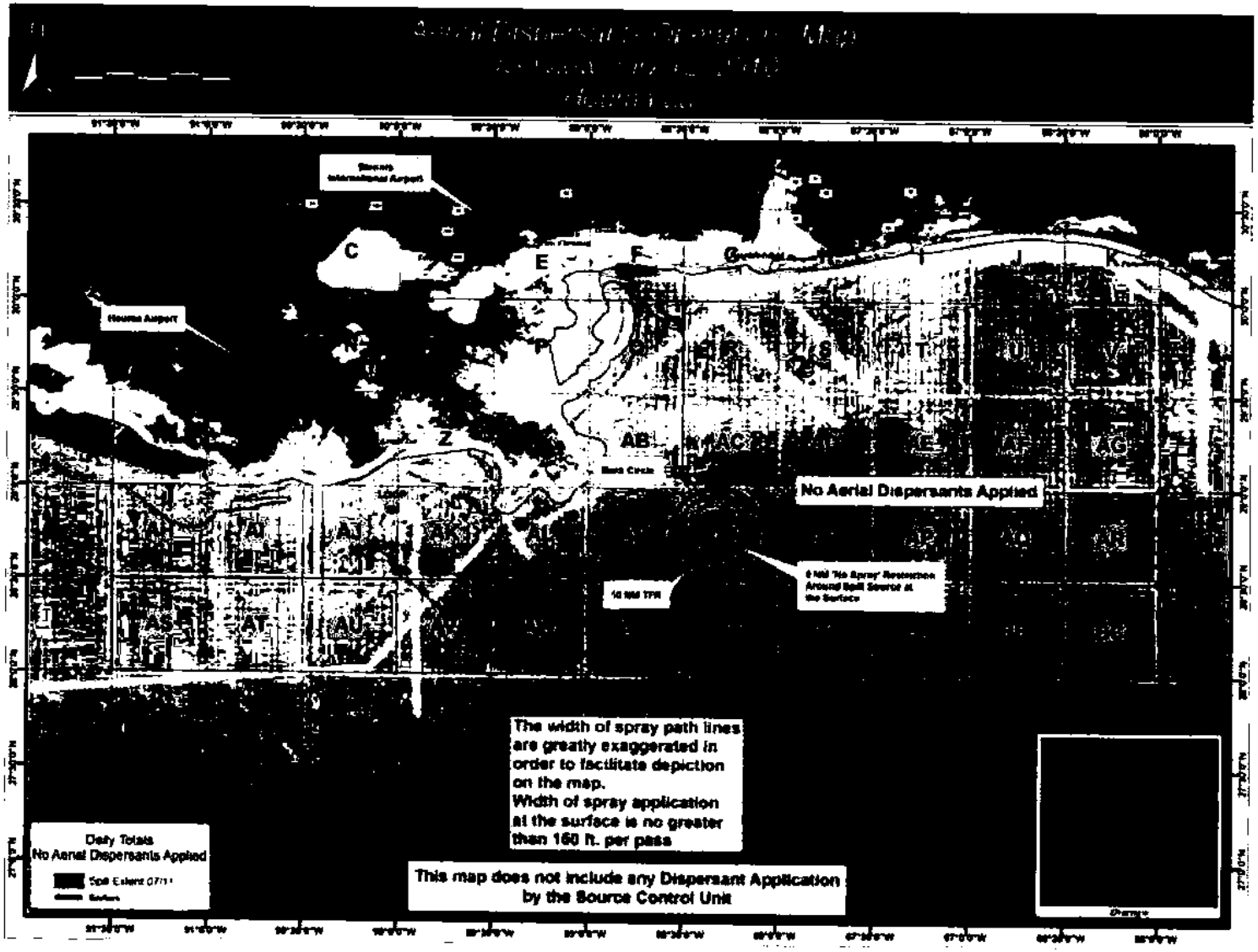
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N112EM		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
TOTALS	**760,469**	**214,569**	**975,038**	**404**	**195,008**	**304.7**


Houma Airport
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 160 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/12/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude:	28.55 N	N	Longitude:	88.21 W	W	Size:
GEOGRAPHICAL REFERENCE:				112 nm SSE Stennis Airport			

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude:	See OPS Chart	ft.
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude:	See OPS Chart	ft.
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude:	See OPS Chart	ft.

SPILL SITE WX:	WIND: WSW 10 - 20	CLG: UNL	VIS:	8 - 20 nm	SUNRISE: 0603	SUNSET: 1953		
SEA STATE:	Swell: CONF .5'	Wind Waves: WSW 2 - 2.5'			Combined Seas 5.1'			

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, W of 88-30	PRIMARY VHF COM: 135.65 MHz, E of 88-30	SEC. VHF COM: 123.45 / EMERG COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIIJV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
				Recon / Spotter flights							
	BE90	39Q	Recon / Spotter	4	0			0600 / 0627			0945 / 1031
	BE90	89N	Recon / Spotter	4	0			0610 / 0643			0950 / 1050
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610 / 0635			0910 / 0854
	Aztec	183	Recon / Spotter	4	0			0620 / 0631			0920 / 0948
	BE90	79W	Recon / Spotter	4	0			0630 / 0823			0930 / 1041
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	[illegible]	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT-802	02K	Spray	4	0			1245			1500
				Pilot / AT 802 aircraft training flights, NO dispersant was applied							
	AT 802	02K	Spray	4	0			0000 / 0905			0000 / 1020
	AT 802	02K	Spray	4	0			0000 / 1310			0000 / 1410
	AT 802	02K	Spray	4	0			0000 / 1420			0000 / 1520
	AT 802	02K	Spray	4	0			0000 / 1528			0000 / 1630
				Recon / Spotter flights							
	BE90	98Y	SSM 18 / Spotter	4	0			0000 / 0614			0000 / 1000
	BE90	37H	Recon / Spotter	4	0			0000 / 0857			0000 / 1258
	BE90	41J	Recon / Spotter	4	0			0000 / 0914			0000 / 1310
	BE90	80Y	Recon / Spotter	4	0			0000 / 1129			0000 / 1543
	BE90	39Q	Recon / Spotter	4	0			0000 / 1140			0000 / 1550
	BE90	79W	Recon / Spotter	4	0			0000 / 1349			0000 / 1619
	Aztec	183	Recon / Spotter	4	0			0000 / 1449			0000 / 1610

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/13/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N N	Longitude: 88.21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft.
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft.
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft.

SPILL SITE WX:	WIND: SW 10 - 19	CLG: UNL	VIS: 20 nm	SUNRISE: 0604	SUNSET: 1952
SEA STATE:	Swell: SW 5	Wind Waves: SW 1.5 - 3'		Combined Seas 6.1'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, W of 88-30	PRIMARY VHF COM: 135.65 MHz, E of 88-30	SEC. VHF COM: 123.45 / EMERG COM: 121.5 MHz

PRIMARY VHF COM: Surface to Air 122.9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A

MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIIIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	403LC	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		**9500**
	Stennis	**0**
	Houma	**0**

U.S. Department of Homeland Security
United States Coast Guard

Federal On-Scene Coordinator

Unified Area Command
1250 Poydras Street
New Orleans, LA 70113

16451
11 JUL 2010

MEMORANDUM

(b) (6)

From: J. A. Watson, RADM

Reply to Attn of: (b) (6)

To: R. R. Laferriere, CAPT

Subj: DELEGATION OF AERIAL DISPERSANT APPLICATION APPROVAL AUTHORITY TO FOSCR, ICP HOUMA

Ref: (a) CCG memo 16451 dated 31 May 2010, Senior Officer Duties
(b) National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR Part 300) (*et seq.*)
(c) FOSC Memo 1651 dated 29 June 2010, Designation of Senior Officers

1. This delegates aerial dispersant application pre-approval authority up to 10,000 gallons per day to the Federal On-Scene Coordinator Representative (FOSCR), Incident Command Post Houma for the Deepwater Horizon Oil Spill Response. Dispersant application over 10,000 gallons per day must be requested and approved in advance by the FOSC. This delegation is pursuant to the Dispersant Monitoring and Assessment Directive dated May 20, 2010, as amended, and this delegation letter.

2. Reference (a) designated me as the Unified Area Commander and FOSC for the Deepwater Horizon Oil Spill Response per Reference (b). Reference (c) designated you as a Federal On-Scene Coordinator Representative (FOSCR), Incident Command Post Houma. This delegation will enable the Unified Area Command to focus on providing guidance and strategic oversight, to maintain complete documentation of the decision making process, and to further the goal of reducing the dispersant application by 75% from the maximum daily amount used.

3. Every effort shall be made to limit the total amount of aerial dispersant applied each day to the minimum amount possible At a minimum the following elements shall be considered and documented in deciding whether to pre-approve the use of aerial dispersant applications each day.

a. The NOAA Surface Oil Forecast shows extensive areas of heavy and medium oil that may adversely impact the shoreline, including sensitive resources.
b. Forecasted adverse winds, sea states, and wind directions dictate that the use of dispersants is the most viable means of response to reduce the risk of oil land fall and/or impacts to sensitive resources. Explicit justification is provided for why selected targets cannot be skimmed, addressed by other mechanical means or in situ burned.
c. The weather and forecasted weather is favorable to support both reconnaissance flights and dispersant spray missions.

d. Spotters aboard reconnaissance flights are able to identify oil slicks estimated to require a specific number of gallons of dispersants.
e. Within 6 hours of the dispersant spray operations, spotter aircraft must identify high value targeted slicks and prepare a report specifying the location and dispersant volumes needed for each application.
f. Conditions under which dispersants will not be applied, such as in areas where dispersants have already been applied or where vessels and other on-water operations are on-going, are identified.
g. Additional rare conditions that cumulatively justify an exemption are specified.
h. Concurrent written, signed approval is obtained from the cognizant State, EPA, and NOAA representatives at the ICP.
i. Provisions to be put in place to apply SMART Protocols are specified.

4. Pre-approval of a specific pre-approved daily aerial dispersant application rate will require a consensus decision by the FOSCR, State On-Scene Coordinator, and senior EPA representative serving at the Incident Command Post and must be signed by each of these representatives on behalf of their agencies.

5. In exercising this delegation, you are to report to the FOSC on a daily basis the amount of dispersant approved, provide a copy of the signed approval and supporting documentation, and the amount of dispersant actually applied.

#

Copy: P. F. Zukunft, RADM

Aerial Dispersants Operations – Houma Status Report

July 13, 2010

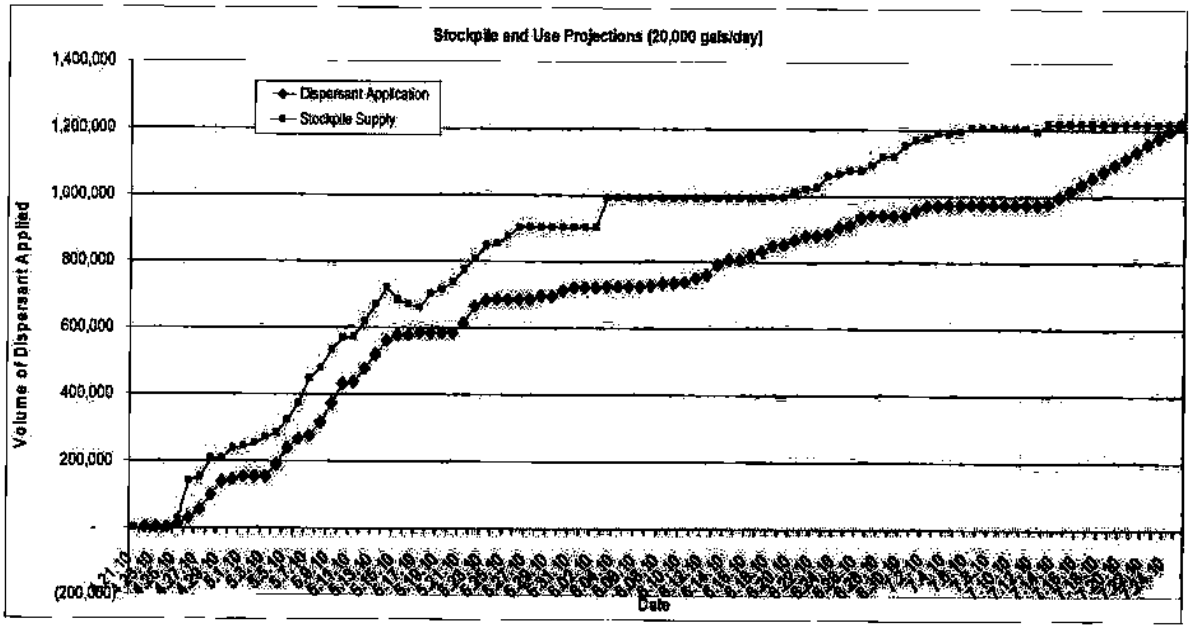
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 13, 2010 (gallons):	5,000 @ 12:25 PM
2. Total Amount of Dispersant Applied on July 13, 2010 (gallons):	999
3. Total Sorties on July 12, 2010:	1
4. Total Amount of Dispersant Applied to date (gallons):	976,037
5. Total Sorties to date:	405
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.13.2010 – 1200 PM (gallons):	216,859
8. Dispersant Stockpile Expected Arrival as of 7.13.10 – 1200 PM (gallons)*:	24,000
9. Estimated Total Dispersant as of 7.14.2010 - 1200 PM (gallons):	239,860
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	11

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.12.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 13, 2010:

- At 12:25 local time 13 July 2010, Capt Laferriere gave approval after completing the EPA consultation process to apply an initial 5,000 g of dispersants to targeted dispersible oil in zone AY.
- Thirteen overflights were conducted throughout the day. Dispersible oil slicks were identified outside of the 30 nm exclusion zone and were sprayed by Houma spray aircraft.

M/V International Peace Research Activity Update for July 13, 2010:

- Today the M/V IP collected samples pre and post-dispersant application using a boat spray system. Field measurements included use of dual C-3s towed simultaneously, LISST particle size analyzer and field viscometry. Water samples were collected for background, pre- and post-dispersant spray for chemical analysis and toxicity testing. The vessel will remain offshore tonight and tomorrow morning will meet a spotter plane in the SE corner of zone AN to continue its mission.
- The M/V IP is scheduled to come back into port tomorrow night (7.14.10). Once in port, data will be uploaded for evaluation and samples shipped to laboratories for analysis.

SMART Tier 1 Update for July 13, 2010:

- SMART Team 1 conducted on Tier 1 observation on the Houma spray mission today in zone AY. The data has been uploaded to the EPA OSC Deepwater SMART website.

Aerial Dispersant Group Operations Plan for July 14th:
Dated 13 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls.

Mission Targeting start of the day: 07-14-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AZ, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV, AY (BLUE indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Continued next page →

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of **3 nm** offshore or depths less than **10 meters.**
   b. No dispersant spraying within **5 nm** of the spill source at surface: **28 45 12N -88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

   c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
   d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff [redacted]
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Continued next page →

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are within the circle is as depicted on the operational chart, however, ***burn location within that circle is subject to continuous change and we will not be given a specific burn location within the circle.*** **The intent is for the burn to rotate within the circle.**
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application. **Offshore Operations has set a 15 nm radius around the source. Tentatively all skimming boats and burn activities will take place within that circle, however, boats are skimming outside the circle. Boats may be skimming outside the circle but we have been able to work with Offshore operations to move away from potential spray operations.**
4. **Stennis Tasking:** Scientific Support Mission: The IP **will require** a recon/spotter Wednesday morning. will be 0700 @ 28◦ 37' 33" N, 87◦ 59' 50" W. A spotter scientific support mission for tomorrow for the Determination **will be required**, rendezvous @ 0700 at 28◦ 30' N, 88◦ 15' W. The Determination is looking for a "football size" slick where they will place a buoy and follow it for 3 days. It is anticipated that one spotter aircraft from Stennis would be appropriate for both scientific support mission.

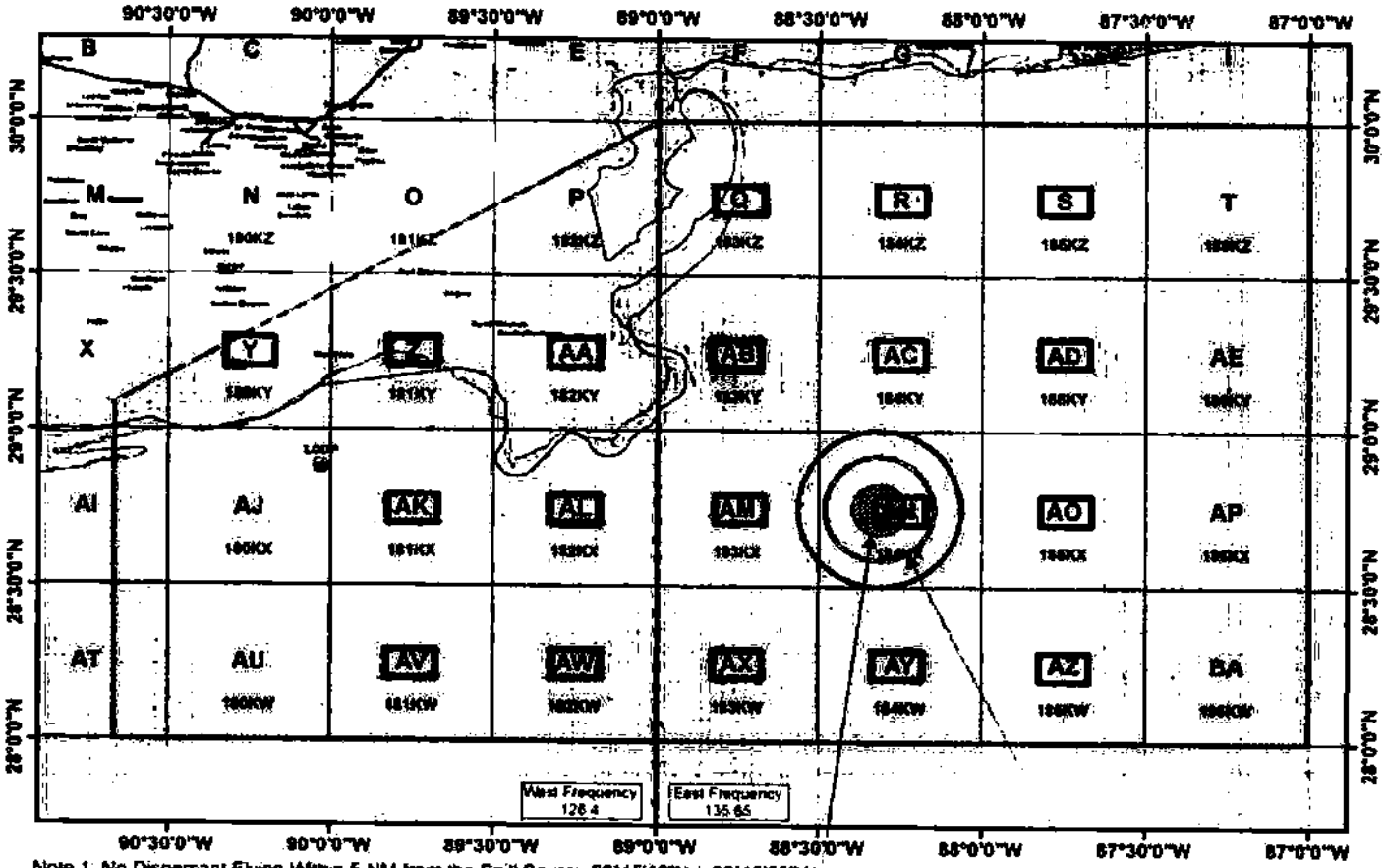
Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

BLIMP S & BALLONS:

As earlier noted there are increasing balloon efforts in support of the spill. Here is the latest two we encountered.

FDC 0/1159 ZHU ..SPECIAL NOTICE.. GULF OF MEXICO. DEEPWATER HORIZON/MISSISSIPPI CANYON INCIDENT CLEANUP AND RECONSTITUTION OPERATIONS. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. TETHERED BALLOON AND BURN OPERATIONS. PILOTS SHOULD USE EXTREME CAUTION WHEN OPERATING WITHIN A 15 NM RADIUS OF 284512N/0881853W DUE TO SIGNIFICANT OIL BURN OPERATIONS IN PROGRESS. BURN AREA MAY CAUSE THICK SMOKE TO BE PRODUCED AND HAS A POTENTIAL TO REDUCE FLIGHT VISIBILITY. WITHIN THIS AREA A 14 FT TETHERED BALLOON MAY BE OPERATING FROM THE SURFACE TO 1000 FT AGL. THE BALLOON WILL ONLY BE OPERATING WITHIN ACTIVE BURN PLUMES AND PILOTS ARE ADVISED TO AVOID ALL ACTIVE BURN PLUMES BY 2 NM. OMAHA WILL BE ADVISED OF BALLOON LOCATION AT ALL TIMES. QUESTIONS ABOUT BALLOON OPERATIONS SHOULD BE DIRECTED TO THE FAA REPRESENTATIVE AT THE TYNDALL DEEPWATER HORIZON INCIDENT AIR OPERATIONS CENTER AT 850-282-0928.

Aerial Dispersants Operational Areas July 14, 2010



Note 1: No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN/SKIMMER AREA
15 NMs Radius Around Source

JULY 14, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
13 July 2010	999	0	999	1	200	0.3
TOTALS	**761,468**	**214,569**	**976,037**	**405**	**195,207**	**305.0**

NOTE: Spray map for today's operation will be available in tomorrow's report.

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/13/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING AFT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude: See OPS Chart ft

SPILL SITE WX:	WIND: SW 10 - 19	CLG: UNL	VIS: 20 nm	SUNRISE: 0604	SUNSET: 1952
SEA STATE:	Swell: SW 5	Wind Waves: SW 1.5 - 3'		Combined Seas 6 1'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, W of 88-30	PRIMARY VHF COM: 135.65 MHz, E of 88-30	SEC VHF COM: 123.45 / EMERG COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EJJIV	JJV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omalia 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	39Q	Recon / Spotter	4	0			0600 / 0638			0945 / 0652
	BE90	89N	Recon / Spotter	4	0			0610 / 0644			0950 / 1054
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610 / 0637			0910 / 0917
	Aztec	183	Recon / Spotter	4	0			0620 / 0614			0920 / 0857
	BE90	79W	Recon / Spotter	4	0			0630 / 0633			0930 / 0904
1	BE90	80Y	Spotter	4	0			0800			1200
	C-130	N117FG	Spray	4	0			0830			1050
	Turbo Cmdr	N690GG	Recon / Spotter	5	0			1205 / 1407			1540 / 1645
2	BT-67	N932H	Spray	4	999			1200 / 1409			1425 / 1637
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1300			1600
6	C-130	JIV	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT-802	02K	Spray	4	0			1245			1500
	BE90	98Y	SSM 19 Spotter	4	0			0000 / 0614			0000 / 0959
	BE90	80Y	Recon / Spotter	4	0			0000 / 0744			0000 / 1154
	BE90	99D	Recon / Spotter	4	0			0000 / 0920			0000 / 1257
	BE90	37H	Recon / Spotter	4	0			0000 / 1011			0000 / 1418
	BE90	98Y	Recon / Spotter	4	0			0000 / 1112			0000 / 1445
	BE90	80Y	Recon / Spotter	4	0			0000 / 1236			0000 / 1640
	BE90	89N	Recon / Spotter	4	0			0000 / 1355			0000 / 1719
	BE90	79W	Recon / Spotter	4	0			0000 / 1255			0000 / 1509

Combined SiteTotals	999	9500
	Stennis	0
	Houma	999

Sortie # 2 was the only spray mission today
Scientific Support Mission 19 with 98Y and the Vessel International Peace was completed today.
39Q returned early due to a mechanical concern

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/14/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N	N	Longitude: 88 21 W	W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport				

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude: See OPS Chart	ft
EXIT POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude: See OPS Chart	ft
HOLDING AREA:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude: See OPS Chart	ft

SPILL SITE WX:	WIND: SW 7 - 17	CLG: UNL	VIS: 20 nm	SUNRISE: 0604	SUNSET: 1952
SEA STATE:	Swell: SW 5	Wind Waves: SW 1 - 2'		Combined Seas 4 1'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N690GG	0GG	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N690GG	Recon / Spotter	5	0			1205			1540
2	BT-67	N9321J	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	4031C	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	4011C	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 14, 2010

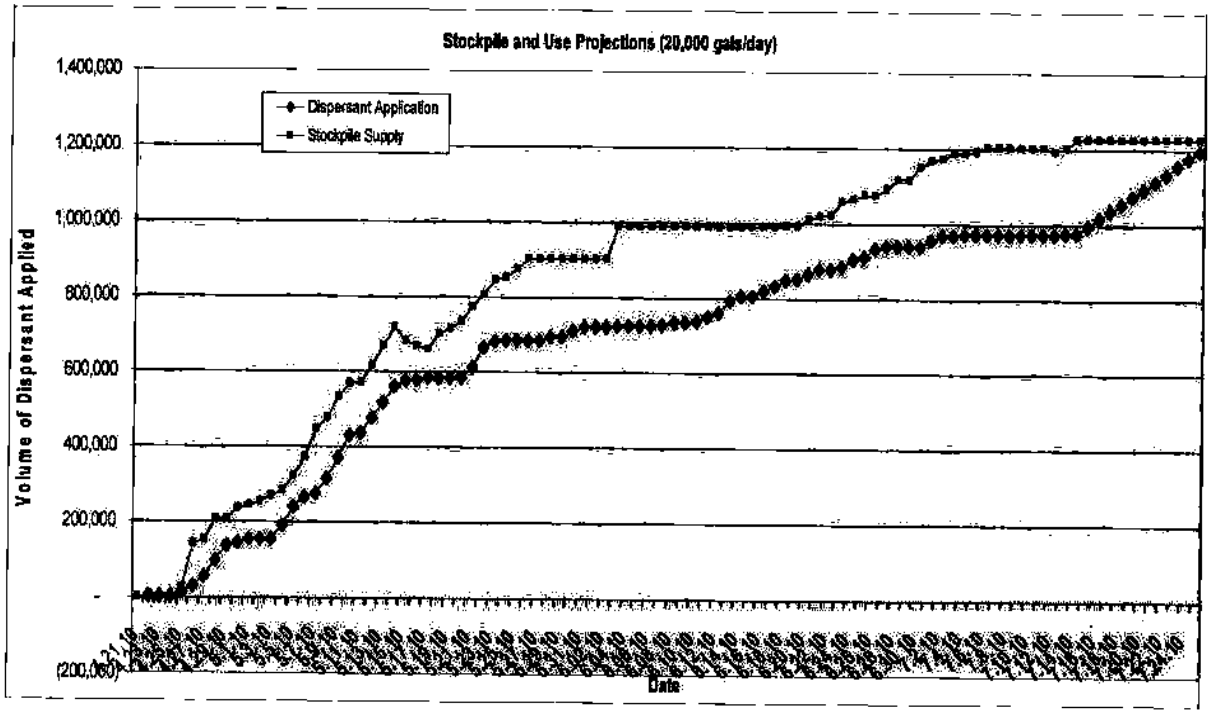
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 14, 2010 (gallons):	10,000 @ 07:35 AM
2. Total Amount of Dispersant Applied on July 14, 2010 (gallons):	0
3. Total Sorties on July 14, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	976,037
5. Total Sorties to date:	405
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.14.2010 – 1200 PM (gallons):	227,299
8. Dispersant Stockpile Expected Arrival as of 7.14.10 – 1200 PM (gallons)*:	24,000
9. Estimated Total Dispersant as of 7.15.2010 - 1200 PM (gallons):	251,299
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	12

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.13.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 14, 2010:

- At 07:35 local time 14 July 2010, Capt Laferriere gave approval application of an initial 10,000 gallons of dispersants to targeted dispersible oil that may present itself during the morning reconnaissance flights.
- Fourteen overflights were conducted throughout the day. Dispersible oil slicks of various sizes and volumes were identified outside of the 30 nm exclusion zone in zones AN, AO, AY, and AZ, but were already being recovered by skimmer vessels. No dispersant was applied this day.

M/V International Peace Research Activity Update for July 14, 2010:

- Today the M/V IP collected additional water samples for toxicity testing.
- The vessel is coming into port for a scheduled crew change and will return to station (SE of the source) to continue their mission in the morning (7.14.10).

SMART Tier 1 Update for July 14, 2010:

- There were no SMART Tier 1 observations conducted as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 15th:
Dated 14 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls.

Mission Targeting start of the day: 07-15-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AZ, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV, AY (BLUE indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Continued next page →

Maintain 3 nm boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of 3 nm offshore or depths less than 10 meters.
   b. No dispersant spraying within 5 nm of the spill source at surface: **28 45 12N -88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

   c. No aerial dispersant spraying 2nm of vessels, platforms, and 3nm from marine mammals.
   d. SMART and Scientific Support Missions may spray within 1nm of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do not target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Continued next page →

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are within the circle is as depicted on the operational chart, however **burn location is subject to continuous change and we will not be given a specific burn location.**
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application. **It has become apparent that the 15 nm circle around the source is ineffective in organizing the skimming and burn units. Any aerial dispersants will need to be made in areas where disposal oil is located and in locations that do not have burn or skimming operations underway.**
4. **Stennis Tasking:** Scientific Support Mission: The M/V IP **will require** a recon/spotter Wednesday morning. Rendezvous point and time for Wednesday will be 0700 @ 28◦ 37' 33" N, 87◦ 59' 50". W. A spotter scientific support mission for tomorrow for the M/V Determination **will be required**, rendezvous @ 0700 at 28◦ 46.18' N, 88◦ 15.9' W. The M/V Determination is looking for a slick near that location. It is anticipated that one spotter aircraft from Stennis may be appropriate for both scientific support mission.

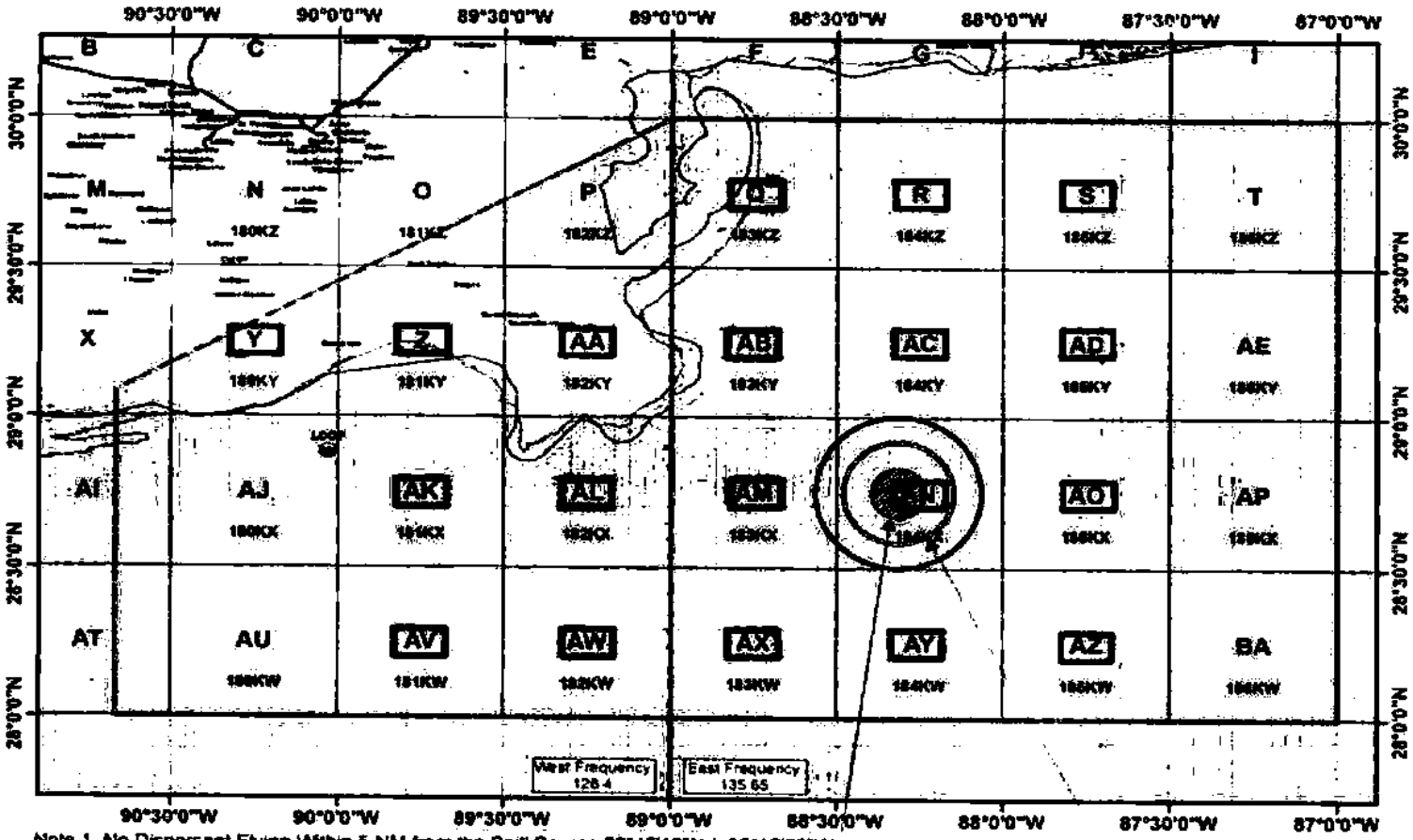
Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

BLIMP S & BALLONS:

As earlier noted there are increasing balloon efforts in support of the spill. Here is the latest two we encountered.

FDC 0/1159 ZHU ..SPECIAL NOTICE.. GULF OF MEXICO. DEEPWATER HORIZON/MISSISSIPPI CANYON INCIDENT CLEANUP AND RECONSTITUTION OPERATIONS. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. TETHERED BALLOON AND BURN OPERATIONS. PILOTS SHOULD USE EXTREME CAUTION WHEN OPERATING WITHIN A 15 NM RADIUS OF 284512N/0881853W DUE TO SIGNIFICANT OIL BURN OPERATIONS IN PROGRESS. BURN AREA MAY CAUSE THICK SMOKE TO BE PRODUCED AND HAS A POTENTIAL TO REDUCE FLIGHT VISIBILITY. WITHIN THIS AREA A 14 FT TETHERED BALLOON MAY BE OPERATING FROM THE SURFACE TO 1000 FT AGL. THE BALLOON WILL ONLY BE OPERATING WITHIN ACTIVE BURN PLUMES AND PILOTS ARE ADVISED TO AVOID ALL ACTIVE BURN PLUMES BY 2 NM. OMAHA WILL BE ADVISED OF BALLOON LOCATION AT ALL TIMES. QUESTIONS ABOUT BALLOON OPERATIONS SHOULD BE DIRECTED TO THE FAA REPRESENTATIVE AT THE TYNDALL DEEPWATER HORIZON INCIDENT AIR OPERATIONS CENTER AT 850-282-0928.

Aerial Dispersants Operational Areas July 15, 2010



Note 1 No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN/SKIMMER AREA
15 NMs Radius Around Source

JULY 15, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

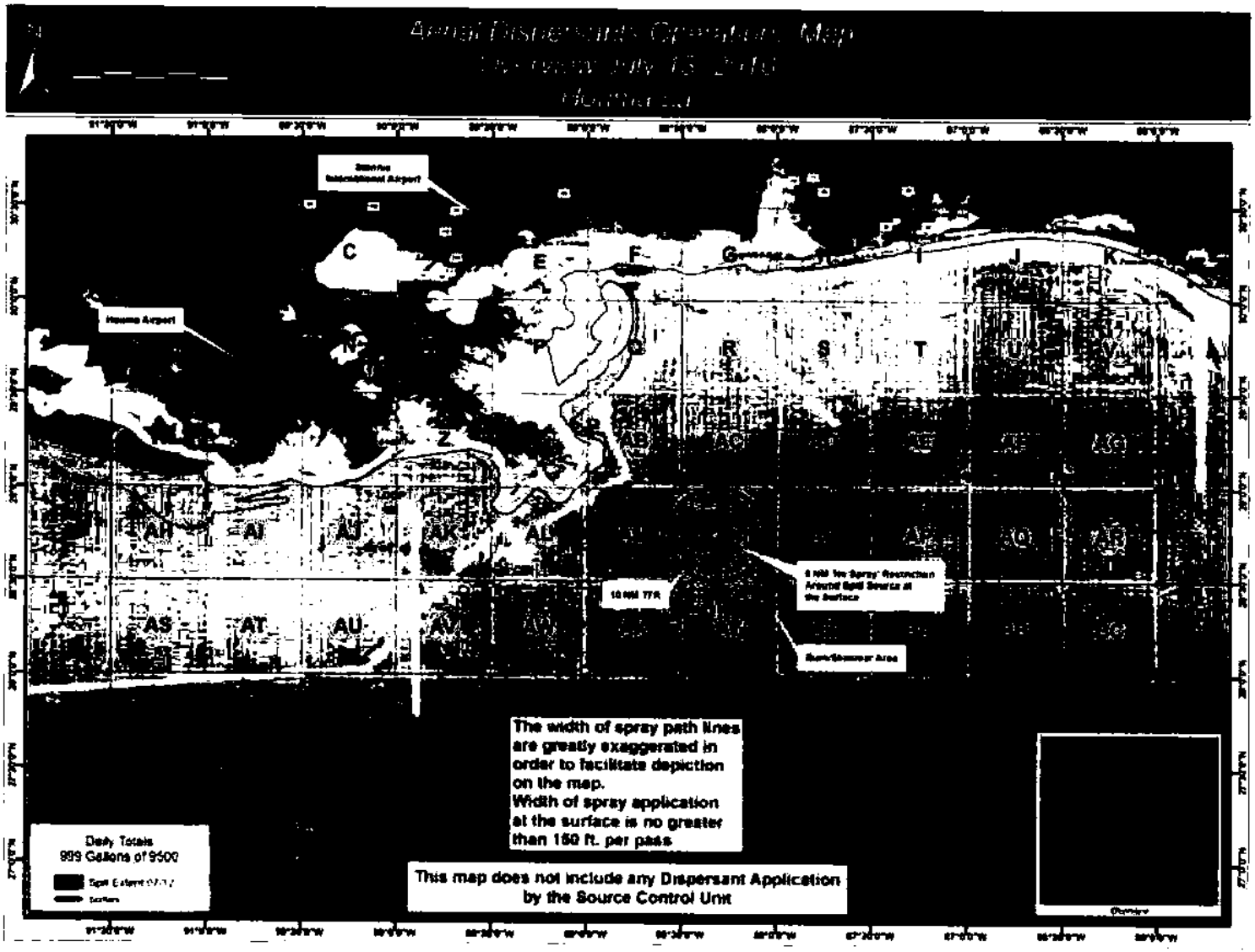
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	ADDS Pack (CCA)
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	ADDS Pack (Alyeska)
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	ADDS Pack (OSR)
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	Standby
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
13 July 2010	999	0	999	1	200	0.3
14 July 2010	0	0	0	0	0	0
TOTALS	**761,468**	**214,569**	**976,037**	**405**	**195,207**	**305.0**


Houma Airport
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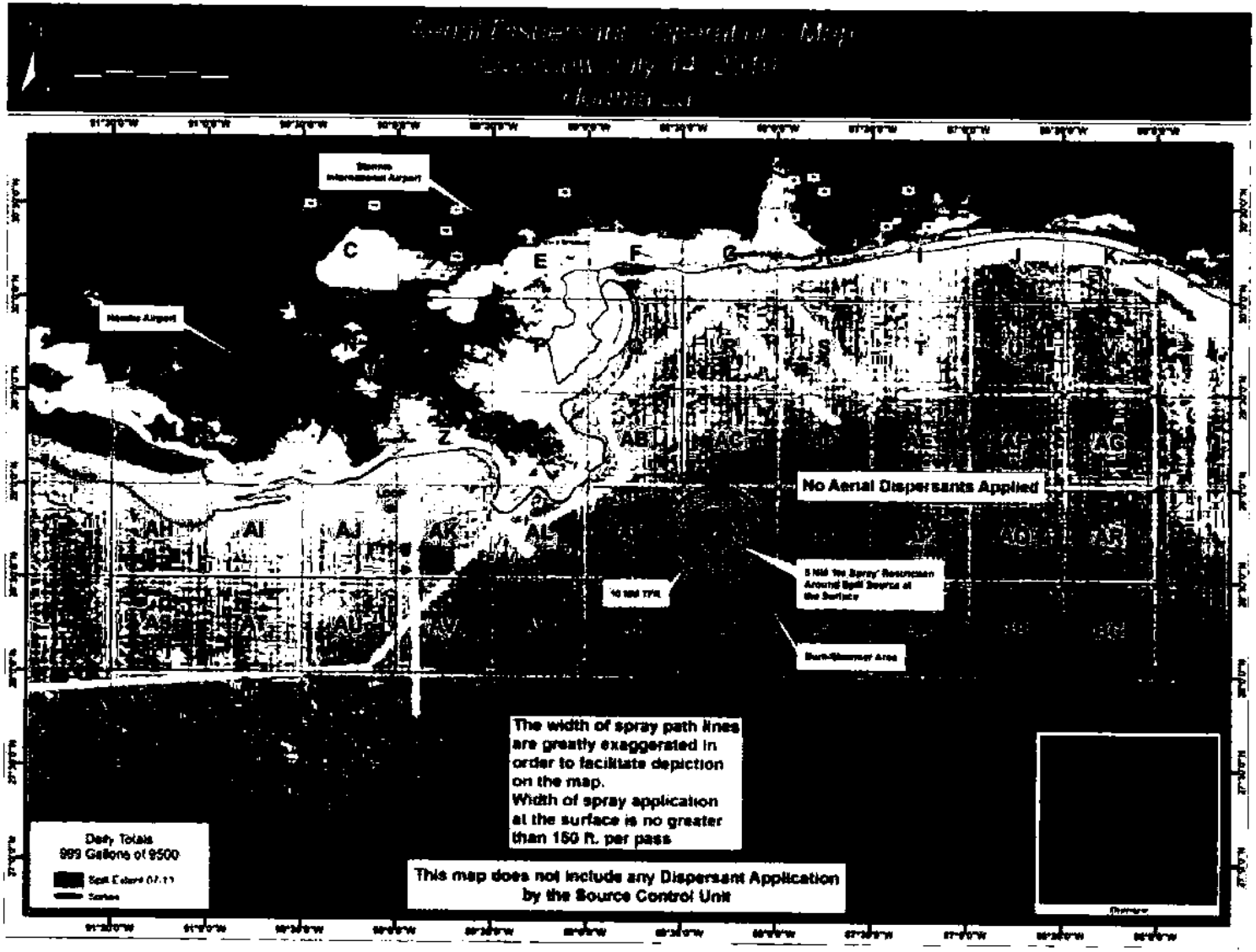
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
Daily Totals
999 Gallons of 9500
This map does not include any Dispersant Application by the Source Control Unit


No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
999 Gallons of 9500

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/14/10	TIME: 0600 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen (b) (6) / (Houma) Mark Cochran (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart N	Longitude:	See OPS Chart W	Altitude:	See OPS Chart	ft
EXIT POINT:	Latitude:	See OPS Chart N	Longitude:	See OPS Chart W	Altitude:	See OPS Chart	ft
HOLDING AREA:	Latitude:	See OPS Chart N	Longitude:	See OPS Chart W	Altitude:	See OPS Chart	ft

SPILL SITE WX:	WIND: SW 7 - 17	CLG: UNL	VIS: 20 nm	SUNRISE: 0604	SUNSET: 1952
SEA STATE:	Swell: SW 5	Wind Waves: SW 1 - 2'		Combined Seas 4 1'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS:

PRIMARY VHF COM: 126 40 MHz, W of 88-30	PRIMARY VHF COM: 135 65 MHz, E of 88-30	SEC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EJJIV	JJV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N690GG	0GG	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	98Y	SSM 20/ Spotter	4	0			0610 / 0614			0910 / 0944
	Turbo Cmdr	690	Recon	5	0			0610 / 0622			0910 / 0849
	Aztec	183	Recon	4	0			0000 / 0633			0000 / 0948
	BE90	41J	Recon	4	0			0000 / 0627			0000 / 1031
	BE90	79W	Recon	4	0			0000 / 0635			0000 / 0903
	BE90	89N	Recon	4	0			0000 / 0647			0000 / 1050
	BE90	37H	Recon	4	0			0000 / 0903			0000 / 1304
	BE90	98Y	Recon	4	0			0000 / 1025			0000 / 1401
	BE90	80Y	Recon	4	0			0000 / 1133			0000 / 1544
	BE90	99D	Recon	4	0			0000 / 1214			0000 / 1548
	BE90	79W	Recon	4	0			0000 / 1246			0000 / 1509
	BE90	89N	Recon	4	0			0000 / 1403			0000 / 1742
	Aztec	183	Recon	4	0			0000 / 1436			0000 / 1729
	BE90	37H	Recon	4	0			0000 / 1452			0000 / 1748
				Spray/Spotter Sorties							
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JHV	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	0			1245			1500
	No dispersant was applied today										
	Flights in yellow were canceled, dispersible oil was discovered by spotter / recon aircraft, but several vessels were in the area of the oil slicks skimming.										
	Scientific Support Mission 20 with 98Y and the International Peace was completed today										

Combined SiteTotals	0	9500
	Stennis	0
	Houma	0

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/15/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen [redacted] / (Houma) Mark Cochrane [redacted]

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft

SPILL SITE WX	WIND: NW 8 - 10'	CLG: 2,500	VIS 17 nm	SUNRISE: 0605	SUNSET: 1952
SEA STATE:	Swell: CONF 0 5'	Wind Waves: NW 1 5'		Combined Seas 2 0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88	RIMARY VHF COM: 135 65 MHz, E of 88-30	EC VHF COM: 123 45 / EMERG COM: 121 5 MHz

PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A

MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
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King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	401LC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIJIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr ASI	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N93211	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	403LC	Spray	4	5000			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	5000			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	5000			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 15, 2010

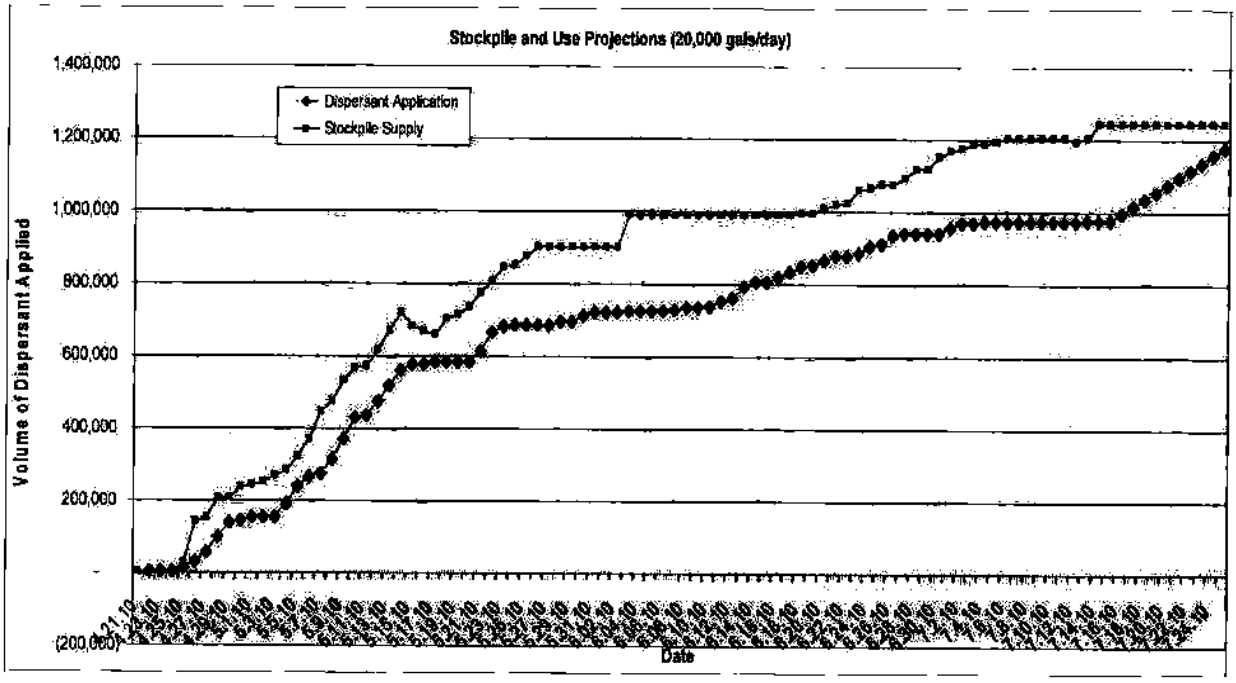
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 15, 2010 (gallons):	No approval given
2. Total Amount of Dispersant Applied on July 15, 2010 (gallons):	0
3. Total Sorties on July 15, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	976,037
5. Total Sorties to date:	405
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.15.2010 – 1200 PM (gallons):	265,039
8. Dispersant Stockpile Expected Arrival as of 7.15.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.16.2010 - 1200 PM (gallons):	265,039
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	13

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.14.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (2 Lynden, 1 IAR, 1 OSR)	4
DC-3 – Houma	2
BT-67 – Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma	3
TOTAL:	12
Spotter Aircraft:	
King Air – 5 – Stennis	5
King Air – 1 – Houma	1
Aztec – Houma	1
Turbo COMDR – Houma	1
TOTAL:	8
TOTAL AIRCRAFT:	20
PRIORITY Spray Assets Identified* **	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-Singapore - (20,000 gal/day)	1 in 72+ hours
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	3 in 6+ hours
***NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Aerial Dispersant Activity Update for July 15, 2010:

- No Dispersant authorization was given this day.
- The dispersant request for approval process was modified this day. Beginning July 15, 2010, the Aerial Dispersants Group – Houma is now required to:
  - Initiate spotter aircraft each morning to identify possible spray targets and report this information back to Houma team;
  - Houma team is to document each identified slick, including slick size, percentage of slick with dispersible oil, and volume of dispersant required to treat the identified slick;
  - Explain whether adverse winds, sea states, or wind directions dictate that the use of dispersants is the most viable means of response to reduce the risk of oil land fall or impacts to sensitive targets.
  - Explain reasons selected targets cannot be skimmed, addressed by other mechanical means, or in situ burned.
  - Explain whether the current weather and forecasted weather favorable to support both dispersant spray missions, spotter, and SMART flights.
  - Explain whether spotters able to identify oil slicks estimated to require a specific number of gallons of dispersants.
  - Provide a graphics or imagery/photos if possible.
  - State that spotters will, within 6 hours of the dispersant spray operations, identify high value targeted slicks and prepare a report specifying the location and dispersant volumes needed for each application.
  - Submit this request for each slick to the FOSC, USCG IC Legal Advisor, EPA Liaison, and the State Liaison for approval and concurrence.

  This approval process for aerial application of dispersants will require multiple reviews through EPA, USCG, LA State and NOAA management chains, all of which can cause approval delays due to unavailability of reviewers, computer message delays, cell phone coverage interruptions, etc. Obtaining approval for each targeted oil slick in a timely manner will be a challenge, as prior processes which commenced the evening before often resulted in late approvals.

- The Houma Unified Command has directed the Aerial Dispersants Group to demobilize three (3) C-130 spray planes (1 for OSR and 2 from Lynden) from the Stennis air base along with the ADDS packs used for spraying. The selected aircraft will decon their dispersant spray systems (Lynden will decon upon arrival at home airport), collect spare parts, and proceed with other demobilization activities prior to actually departing their individual air bases. Actual departure from Stennis may start this evening at the earliest and continue over the next several days. Additionally, one (1) DC-3 spray plane will be removed from its current standby status from the Houma air base.

M/V International Peace Research Activity Update for July 15, 2010:

- Today the M/V IP collected additional water samples for toxicity testing.

- The vessel will stay on station tonight and will meet a spotter aircraft in the morning (07:00) to continue their mission in the morning (7.14.10).

SMART Tier 1 Update for July 15, 2010:

- There were no SMART Tier 1 observations conducted as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 16th:
Dated 15 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls.

Mission Targeting start of the day: 07-16-2010

The following zones are assigned for early morning surveillance and initial spray targets. Expect early authorization for 10,000 gallons. For Stennis base of 6,000 gallons and for Houma 4,000 gallons (This is not a given authorization).

Communicate dispersible oil as soon as possible in assigned zones. Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AZ, R, S (**RED** indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV, AY (**BLUE** indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (**GREEN** indicators on map).

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of **3 nm** offshore or depths less than **10 meters.**
   b. No dispersant spraying within **5 nm** of the spill source at surface: **28 45 12N -88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do no target Red/Reddish emulsified oil.
f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are within the circle is as depicted on the operational chart, however the **burn location is subject to continuous change and we will not be given a specific burn location.**
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application.
4. **Stennis Tasking:** Scientific Support Mission: The M/V IP **will require** a recon/spotter Friday morning. Rendezvous point and time for Friday will be 0700 @ 28◦ 37' 33" N, 87◦ 59' 50". W. A spotter scientific support mission for tomorrow for the M/V Determination **will be required**, rendezvous @ 0700 at 28◦ 46.18' N, 88◦ 15.9' W. The M/V Determination will be in port tomorrow and will not require a spotter.

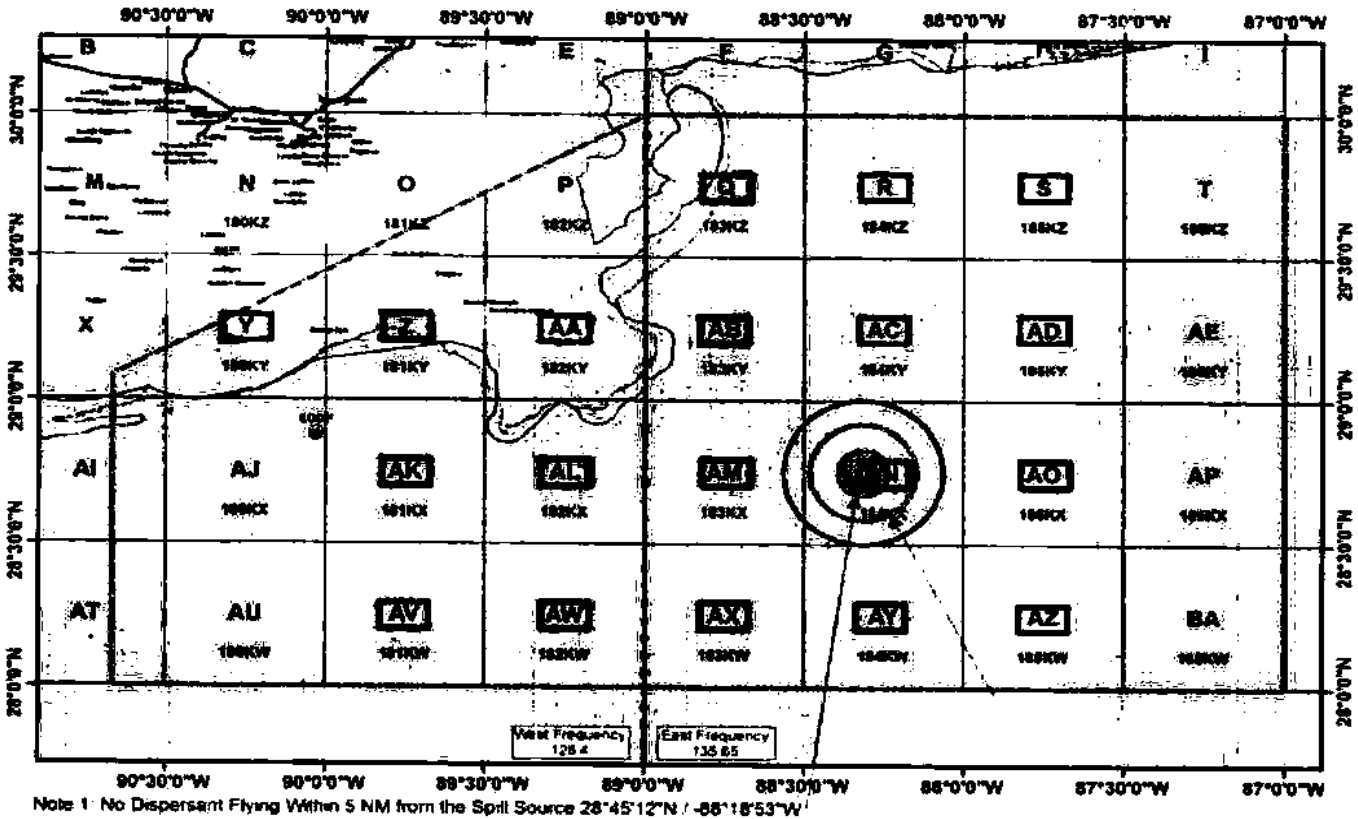
Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

BLIMP S & BALLONS:

As earlier noted there are increasing balloon efforts in support of the spill. Here is the latest two we encountered.

FDC 0/1159 ZHU ..SPECIAL NOTICE.. GULF OF MEXICO. DEEPWATER HORIZON/MISSISSIPPI CANYON INCIDENT CLEANUP AND RECONSTITUTION OPERATIONS. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. TETHERED BALLOON AND BURN OPERATIONS. PILOTS SHOULD USE EXTREME CAUTION WHEN OPERATING WITHIN A 15 NM RADIUS OF 284512N/0881853W DUE TO SIGNIFICANT OIL BURN OPERATIONS IN PROGRESS. BURN AREA MAY CAUSE THICK SMOKE TO BE PRODUCED AND HAS A POTENTIAL TO REDUCE FLIGHT VISIBILITY. WITHIN THIS AREA A 14 FT TETHERED BALLOON MAY BE OPERATING FROM THE SURFACE TO 1000 FT AGL. THE BALLOON WILL ONLY BE OPERATING WITHIN ACTIVE BURN PLUMES AND PILOTS ARE ADVISED TO AVOID ALL ACTIVE BURN PLUMES BY 2 NM. OMAHA WILL BE ADVISED OF BALLOON LOCATION AT ALL TIMES. QUESTIONS ABOUT BALLOON OPERATIONS SHOULD BE DIRECTED TO THE FAA REPRESENTATIVE AT THE TYNDALL DEEPWATER HORIZON INCIDENT AIR OPERATIONS CENTER AT 850-282-0928.

Aerial Dispersants Operational Areas July 16, 2010



Note 1: No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN/SKIMMER AREA
15 NMs Radius Around Source

JULY 16, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

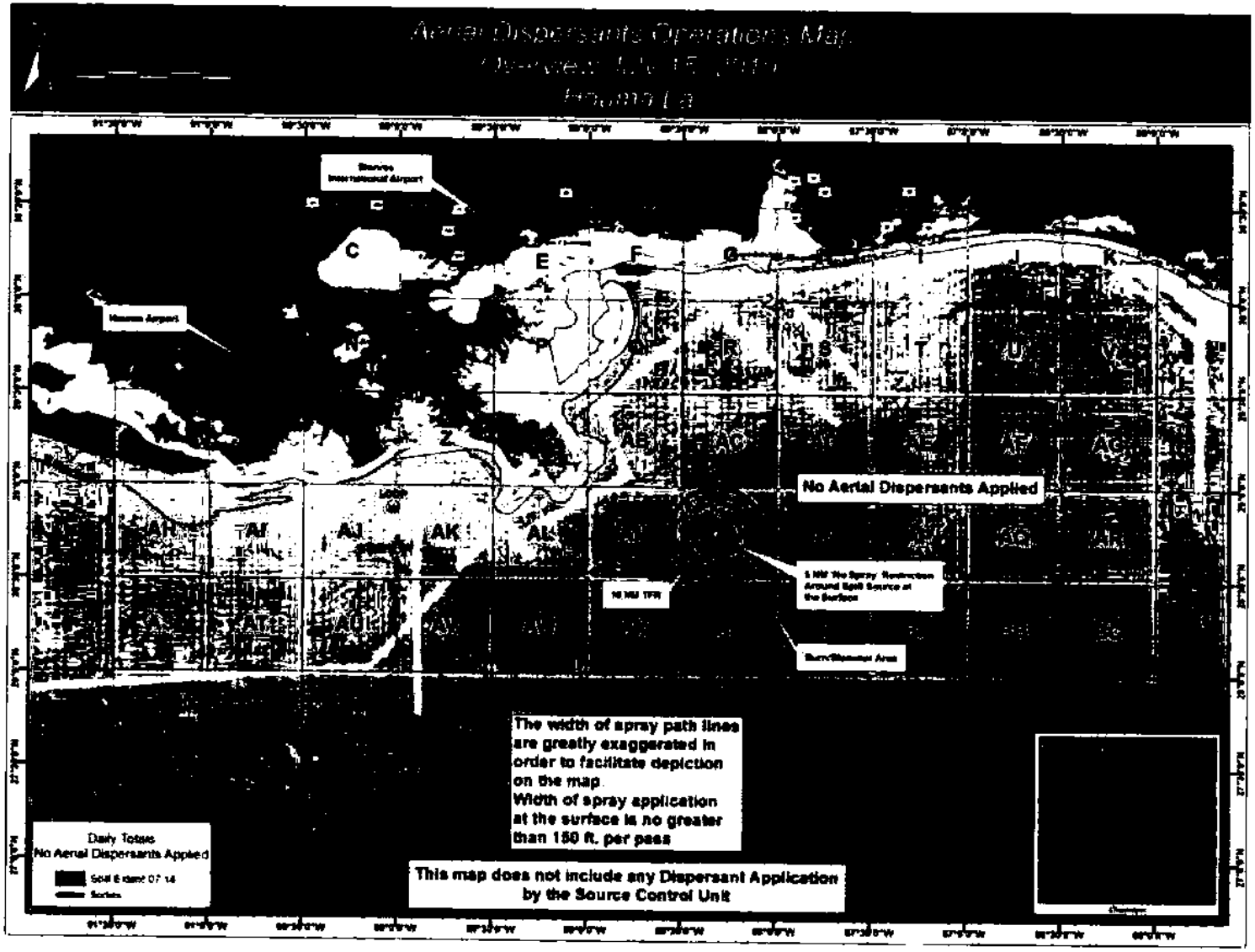
Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	***Begin Demob 7.16.10***
C-130	MSRC (Lynden)	N401LC	5,000	Stennis	Spray: 75'	***Begin Demob 7.16.10***
C-130	OSR	EIJIV	5,000	Stennis	Spray: 75'	***Begin Demob 7.16.10***
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma	Spray: 75'	***Begin Demob 7.16.10***
Operational Spray Volume (1 load per plane) (gal)			24,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			98,720			

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
13 July 2010	999	0	999	1	200	0.3
14 July 2010	0	0	0	0	0	0
15 July 2010	0	0	0	0	0	0
TOTALS	**761,468**	**214,569**	**976,037**	**405**	**195,207**	**305.0**


Aerial Dispersants Operations Map
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/15/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Gerry Nielsen [redacted] / (Houma) Mark Cochrane [redacted]

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N	N	Longitude: 88 21 W	W	Size
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport				

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude See OPS Chart	ft
EXIT POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude See OPS Chart	ft
HOLDING AREA:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude See OPS Chart	ft

SPILL SITE WX	WIND: NW 8 - 10'	CLG: 2,500	VIS 17 nm	SUNRISE: 0605	SUNSET: 1952
SEA STATE:	Swell CONF 0 5'	Wind Waves: NW 1 5'		Combined Seas 2 0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88	RIMARY VHF COM: 135 65 MHz, E of 88-30	EC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
C-130 Lynden	40ILC	1LC	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 OSR	EIIIV	JIV	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD Co-pilot: TBD	
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	98Y	SSM 20/ Spotter	4	0			0610 / 0632			0910 / 1005
	Turbo Cmdr	690	Recon	5	0			0000 / 0621			0000 / 0845
	Aztec	183	Recon	4	0			0000 / 0623			0000 / 0909
	BE90	41J	Recon	4	0			0000 / 0625			0000 / 1022
	BE90	79W	Recon	4	0			0000 / 0649			0000 / 0848
	BE90	89N	Recon	4	0			0000 / 0642			0000 / 1036
	BE90	37H	Recon	4	0			0000 / 0903			0000 / 1257
	BE90	99D	Recon	4	0			0000 / 0911			0000 / 1237
	BE90	80Y	Recon	4	0			0000 / 1129			0000 / 1520
	BE90	89N	Recon	4	0			0000 / 1117			0000 / 1518
	Turbo Cmdr	690	Recon	5	0			0000 / 1346			0000 / 1632
	BE90	37H	Recon	4	0			0000 / 1355			0000 / 1731
	BE90	98Y	Recon	4	0			0000 / 1344			0000 / 1714
					Spray/Spotter Sorties						
	BE90	80Y	Spotter	4	0			0800			1200
1	C -130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C -130	4031C	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	JIV	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	0			1245			1500
	No dispersant was applied today										
	Flights in yellow were canceled. no dispersable oil found.										

Combined SiteTotals	0	9500
	Stennis	0
	Houma	0

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/16/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) John Giberson [redacted] (b) (6) / (Houma) Mark Cochrane [redacted] (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N N	Longitude: 88 21 W W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft

SPILL SITE WX:	WIND: SSE 7 - 9'	CLG: 1,500	VIS 14 nm	SUNRISE: 0605	SUNSET: 1951
SEA STATE:	Swell: SE 1 0'	Wind Waves: SSE 1 5'		Combined Seas 2 0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 8	PRIMARY VHF COM: 135 65 MHz, E of 88-30	EC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD Co-pilot TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	4	0			0600			0945
	BE90	98Y	Recon / Spotter	4	0			0610			0950
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			0610			0910
	Aztec	183	Recon / Spotter	4	0			0620			0920
	BE90	79W	Recon / Spotter	4	0			0630			0930
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	3000			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	2000			1200			1425
3	DC-3	766	Spray	4	1000			1230			1432
	BE90	39Q	Spotter	4	0			1200			1600
4	AT-802	02K	Spray	4	800			1245			1500

Combined SiteTotals		9500
	Stennis	0
	Houma	0

Aerial Dispersants Operations – Houma Status Report

July 16, 2010

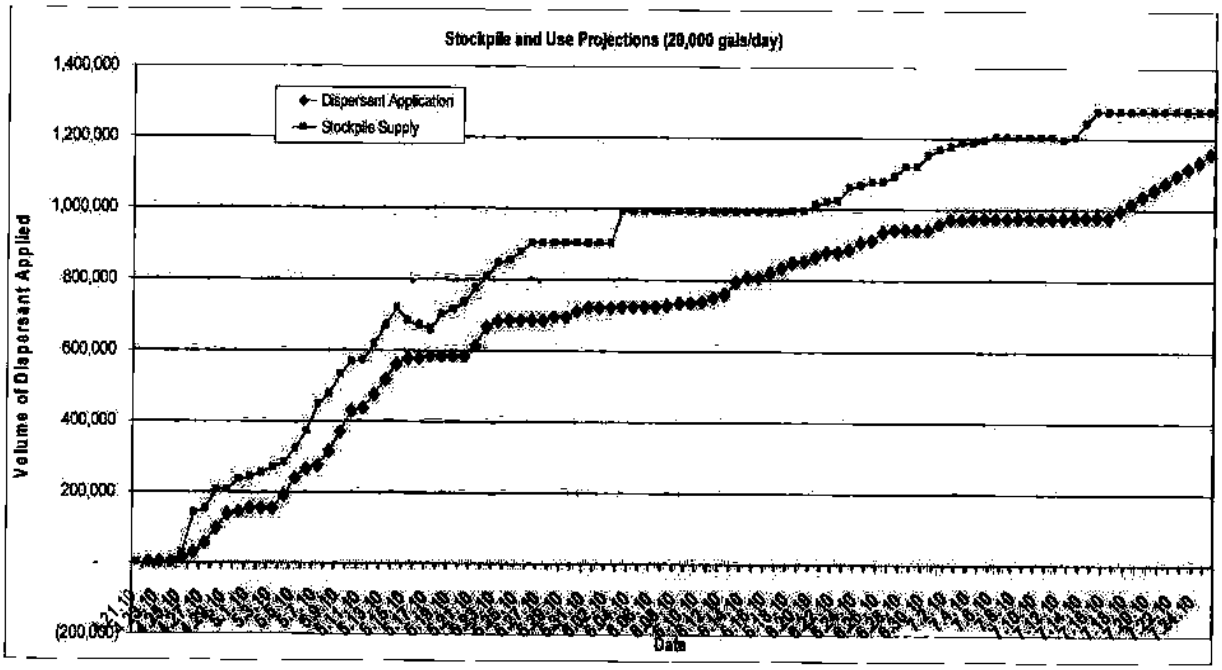
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 16, 2010 (gallons):	No approval given
2. Total Amount of Dispersant Applied on July 16, 2010 (gallons):	0
3. Total Sorties on July 16, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	976,037
5. Total Sorties to date:	405
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.16.2010 – 1200 PM (gallons):	297,953
8. Dispersant Stockpile Expected Arrival as of 7.16.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.17.2010 - 1200 PM (gallons):	297,953
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	14

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.14.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (IAR)	1
DC-3 – Houma (ASI)	1
BT-67 – Houma (ASI)	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma (Lane)	3
TOTAL:	8
Spotter Aircraft:	
King Air - Stennis (Dynamic)	5
King Air - Houma (Dynamic)	1
Aztec – Houma (ASI)	1
Turbo COMDR – Houma (ASI)	1
TOTAL:	8
TOTAL AIRCRAFT:	16

Aerial Dispersant Activity Update for July 16, 2010:

- No Dispersant authorization was given this day.
- The dispersant request for approval process was again modified - there is no longer an evening pre-approval request for the next morning. All requests will be based on sighting specifics. Beginning July 16, 2010, the Aerial Dispersants Group – Houma is now required to provide:
    - Visible chart demonstrating target slick outside offshore skimmer recovery and in-situ burn operations zone. Dimensions of spray box and percent of oil to be dispersed shall also be provided.
    - Visual justification and written explanation of why offshore skimmers and in-situ burn resources are unable to intercept and recover target prior to landfall. This justification may also include those slicks that have moved past skimmers and in-situ burn operations.
    - If skimming operations and/or in-situ burn operations are not being performed, provide written justification for reasons (i.e., outside weather parameters, resupply and refit).
    - Visual photographic imagery showing spotted target and area to be dispersed.
    - List of other environmental considerations such as vulnerabilities such as bird nesting, fledglings, mating, plant, rare species that provide tradeoff justifications.
    - List of economic extenuating circumstances, such as prevention of fishery closures and marine transportation system impacts.

Once this information is obtained, the Coast Guard Federal On-Scene Coordinator's Representative shall share this information and seek input from the NOAA Scientific Support Coordinator (SSC), the State On-Scene Coordinator (SOSC) and any other representatives he or she deems necessary. The Coast Guard Federal On-Scene Coordinator's Representative shall forward this information concurrently to the Environmental Protection Agency at Incident Command Post Houma.

Once the Coast Guard Federal On-Scene Coordinator's representative receives feedback from the NOAA SSC, State OSC and other representatives he/she will forward a recommendation to the Federal On-Scene Coordinator at the Unified Area Commander. Simultaneously, the EPA representative at ICP Houma shall also forward information to the UAC EPA representative for consideration. Today's example is attached.

- Dispersible oil was located today by ASI Houma. The request for approval document was developed and submitted at 15:42 (Attached). At approximately 1730 we were advised by Capt. Laferriere that a revision to the new approval procedure was that all requests for dispersant use **MUST** be submitted no later than 15:00 each day. This restriction limits the Aerial Dispersant Group to only those oil slicks discovered on morning recon flights as candidates for spray missions.

- One (1) DC-3 spray plane will be removed from its current standby status from the Houma air base.

- NOAA personnel toured the Houma airbase this day visiting the ASI facility and their spray and recon asset.

M/V International Peace Research Activity Update for July 16, 2010:

- Today the M/V IP was at the source trying to identify oil for sampling and was unsuccessful. No Samples were taken this day.
- The M/V IP is coming back into port for refueling and will return to station near the source for tomorrow's mission.
- The M/V IP has received verbal approval from RADM Zukunft to conduct specific testing to evaluate scientific background readings of the dispersant (EC9500A) on non-oiled water.

SMART Tier 1 Update for July 16, 2010:

- There were no SMART Tier 1 observations conducted as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 17th:
Dated 16 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls.

Mission Targeting start of the day: 07-17-2010

The following zones are assigned for early morning surveillance and initial spray targets. Communicate dispersible oil as soon as possible in assigned zones since each slick will require specific approvals and the approval process needs to be commenced as soon as feasible.

Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AZ, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV, AY (BLUE indicators on map).
Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (GREEN indicators on map).

Maintain 3 nm boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of 3 nm offshore or depths less than 10 meters.
   b. No dispersant spraying within 5 nm of the spill source at surface: **28 45 12N -88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

   c. No aerial dispersant spraying 2nm of vessels, platforms, and 3nm from marine mammals.
   d. SMART and Scientific Support Missions may spray within 1nm of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do no target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

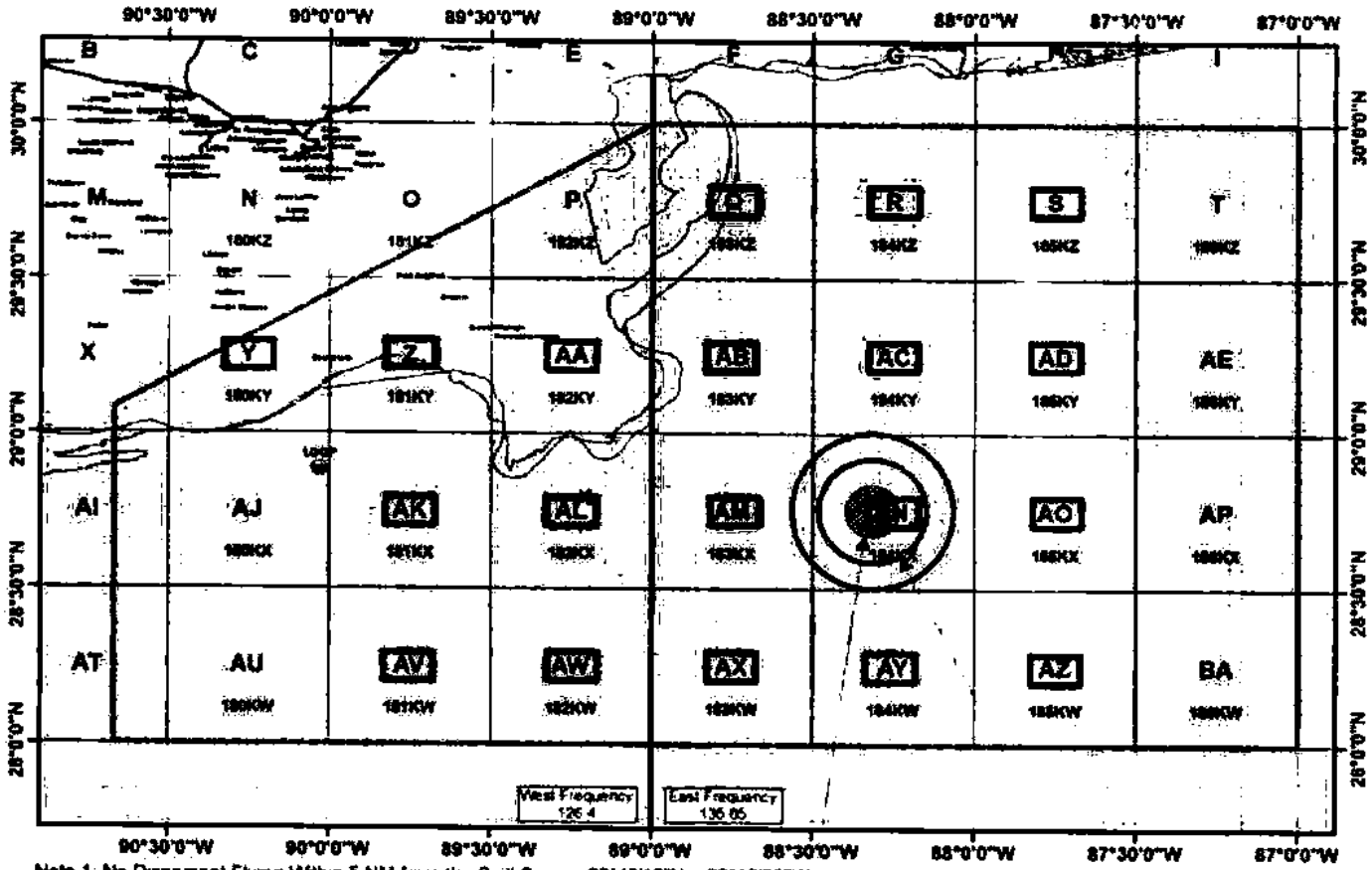
5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are within the circle is as depicted on the operational chart, however the **burn location is subject to continuous change and we will not be given a specific burn location.**
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application.
4. **Stennis Tasking:** Scientific Support Mission: The M/V IP **will not require** a recon/spotter Saturday morning. A spotter scientific support mission for tomorrow for the M/V Determination **is unknown at this time; if a spotter is required, appropriate arrangements will be made tomorrow**.

Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

Aerial Dispersants Operational Areas July 17, 2010



Note 1: No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN/SKIMMER AREA
15 NMs Radius Around Source

JULY 17, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
Operational Spray Volume (1 load per plane) (gal)			8,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			34,720			

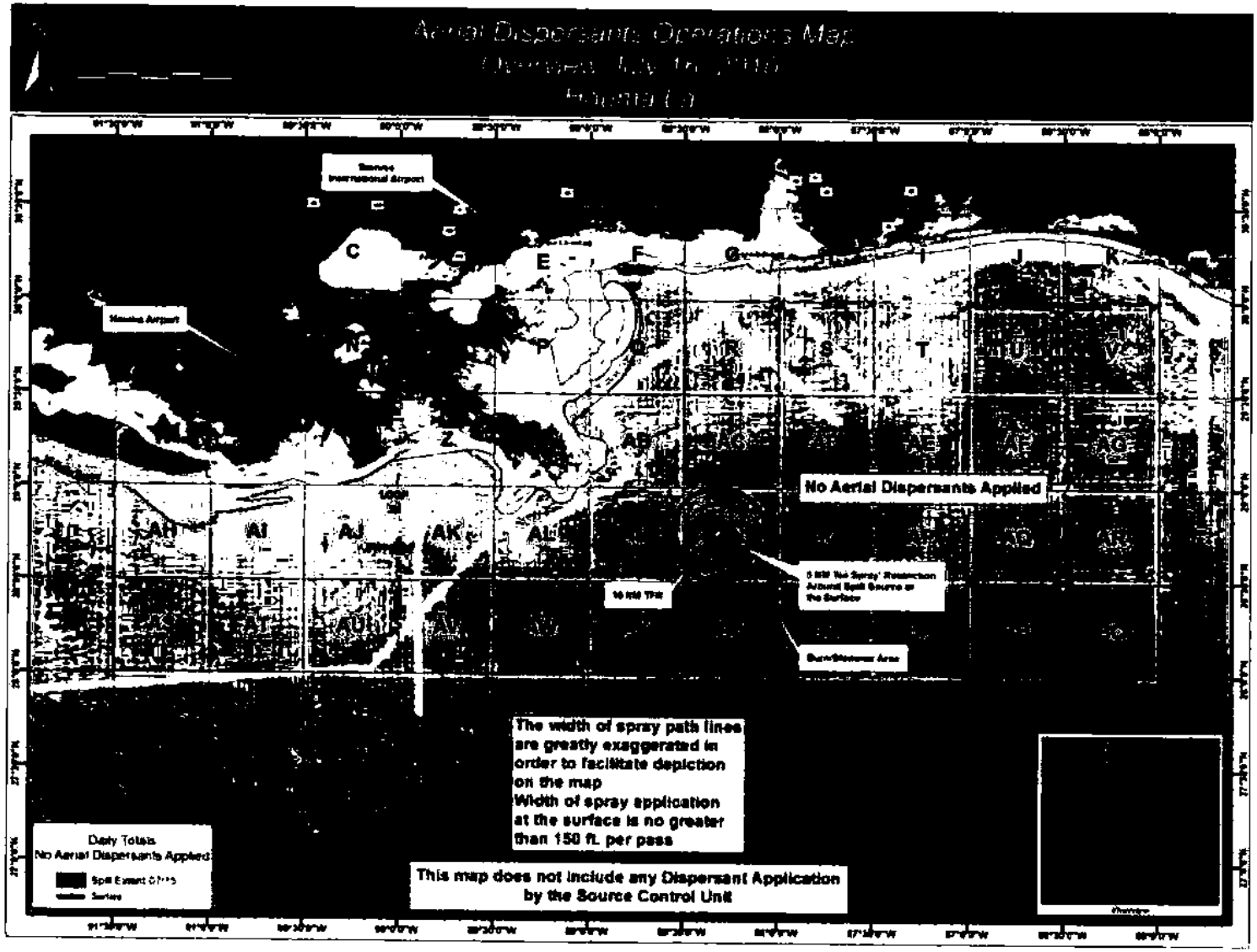
Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
13 July 2010	999	0	999	1	200	0.3
14 July 2010	0	0	0	0	0	0

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
15 July 2010	0	0	0	0	0	0
16 July 2010	0	0	0	0	0	0
TOTALS	**761,468**	**214,569**	**976,037**	**405**	**195,207**	**305.0**


Aerial Dispersants Operations Map
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied
Spill Extent Only
Surface

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 7/16/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) John Giberson [redacted] / (Houma) Mark Cochrane [redacted]

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28 55 N	N	Longitude: 88 21 W	W	Size:
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport				

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude See OPS Chart	ft
EXIT POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude See OPS Chart	ft
HOLDING AREA:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude See OPS Chart	ft

SPILL SITE WX:	WIND: SSE 7 - 9'	CLG: 1,500	VIS 14 nm	SUNRISE: 0605	SUNSET: 1951
SEA STATE:	Swell: SE 1 0'	Wind Waves: SSE 1 5'		Combined Seas 2 0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126 40 MHz, W of 88	PRIMARY VHF COM: 135 65 MHz, E of 88-30	EC VHF COM: 123 45 / EMERG COM: 121 5 MHz
PRIMARY VHF COM: Surface to Air 122 9 MHz / SECONDARY VHF COM: Surface to Air 123 45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp Staging Airport Supervisor		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N802BG	2BG	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N950HC	0HC	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo Cmdr	N112EM	2EM	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Coordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
U S Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
Recon Sorties											
	Turbo Cmdr	690	Recon	5	0			0000 / 0621			0000 / 0845
	Aztec	183	Recon	4	0			0000 / 0623			0000 / 0909
Spray/Spotter Sorties											
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1250			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	403LC	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	401LC	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	3FY	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT-802	02K	Spray	4	0			1245			1500
	No dispersant was applied today										
	Flights in yellow were canceled, dispersable oil found -SW of source, approval not received										

Combined SiteTotals	**0**	**9500**
	Stennis	**0**
	Houma	**0**

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 6/17/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Intl / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N N	Longitude: 88.21 W W	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.

SPILL SITE WX:	WIND: S 8 - 10	CLG: 1500	VIS 14 miles	SUNRISE: 0606	SUNSET: 1951
SEA STATE:	Swell: SE .5'	Wind Waves: SSE 1.5'		Combined Seas: 2.0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS:

PRIMARY VHF COM: 126.40 MHz, West	PRIMARY VHF COM: 132.6 MHz, East of 89 deg	EC. VHF COM: 123.45 / EMERG COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	In Maintenance	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo CMDRA ASI	N690XT	0XT	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA	NOAA 46			Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	6	0			0600			0920
	Turbo Cmdr	N690XT	Spotter	5	0			0800			1200
1	BT-67	N932H	Spray	4	2000			0815			1130
	BE90	80Y	Spotter	6	0			0800			1545
2	C-130	N117TG	Spray	4	3000			0830			1455
	BE90	79W	Spotter	6	0			1200			1600
6	AT - 802	02K	Spray	4	800			1245			1500
	Aztec	183	Spotter	6	0			1208			1500
7	DC-3	766	Spray	4	1000			1230			1432
					6800						
			Combined SiteTotals				9500	9527	Totals by Site		
						Stennis	0	0	0		
						Houma	0	0	0		

July 16, 2010

To: Roger R. Laferriere, Captain, USCG
Federal On-Scene Coordinator Representative (FOSCR)

Subject: Dispersant Approval Request for July 16, 2010

RE: a) Memo from Rear Admiral Watson to Captain Laferriere Dated July 11, 2010
b) E-Mail dated July 15, 2010 from Captain Laferriere (USCG), to Ron Crossland

Gentlemen,

In compliance with the referenced memo titled, *Delegation of Aerial Dispersant Application Approval Authority to FOSCR, ICP Houma*, and referenced e-mail, I am requesting pre-approval for application of 1,260 gallons of Corexit 9500A for July 16, 2010 in order to apply to the observed oil slick(s). For compliance with the requirements stated within the aforementioned memo and e-mail, I provide the information in Attachment 1.

The Houma, Aerial Dispersant Group respectfully requests approval to apply 1,260 gallons of dispersant on the designated target(s) of dispersible oil on July 16, 2010.

Please be cognizant of the lateness of the day and the need for rapid approval in order to get a spray mission completed prior to darkness.

Sincerely,

John Joeckel
Deputy Aerial Dispersant Group Supervisor

Request approval to apply aerial dispersant to the target identified within this request.

Time of request: _____.

Concurrence will be finalized at UAC Level: Approved By _____.

CC: Admiral Allen
Ad miral Nash
Ad miral Korn
CAPT Roberge
CAPT Lodge
CAPT PJ Maguire
Cm dr [redacted]
Richard Beyers

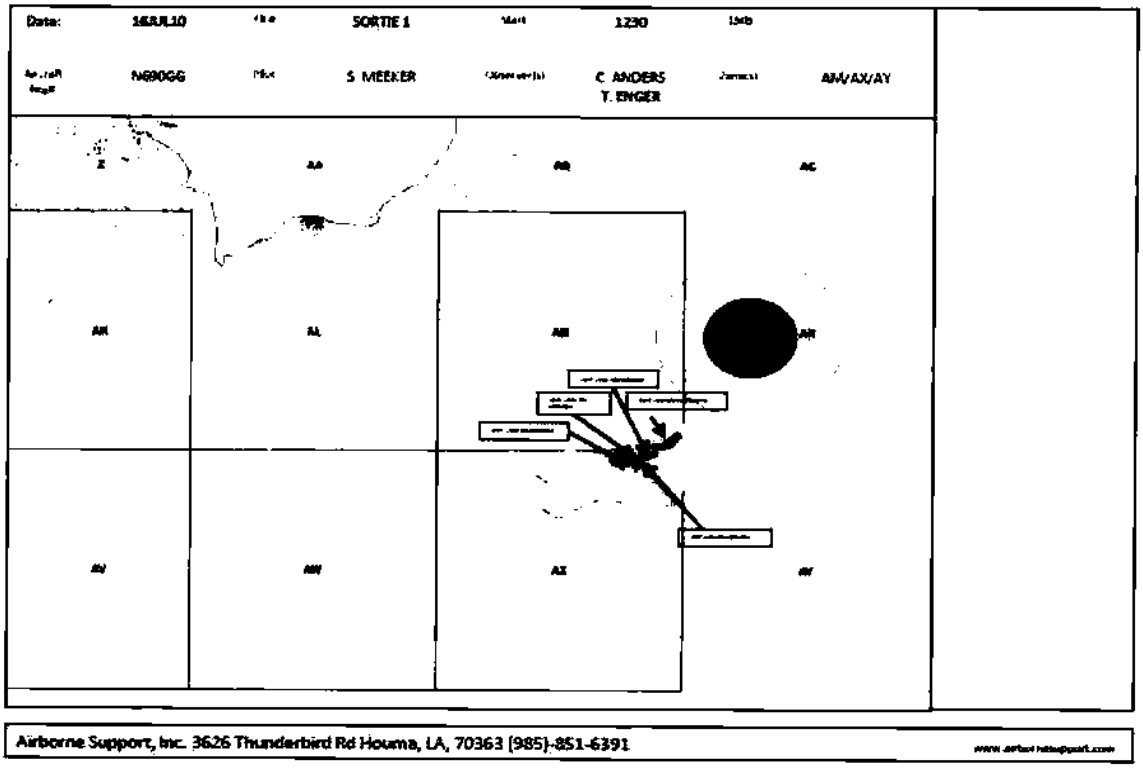
ATTACHMENT 1

Requirement-a. Operational Justification

a.1) Visible chart demonstrating target slick outside offshore skimmer recovery and in-situ burn operations zone. Dimensions of spray box and percent of oil to be dispersed shall also be provided.

Information provided in compliance with this requirement as follows;

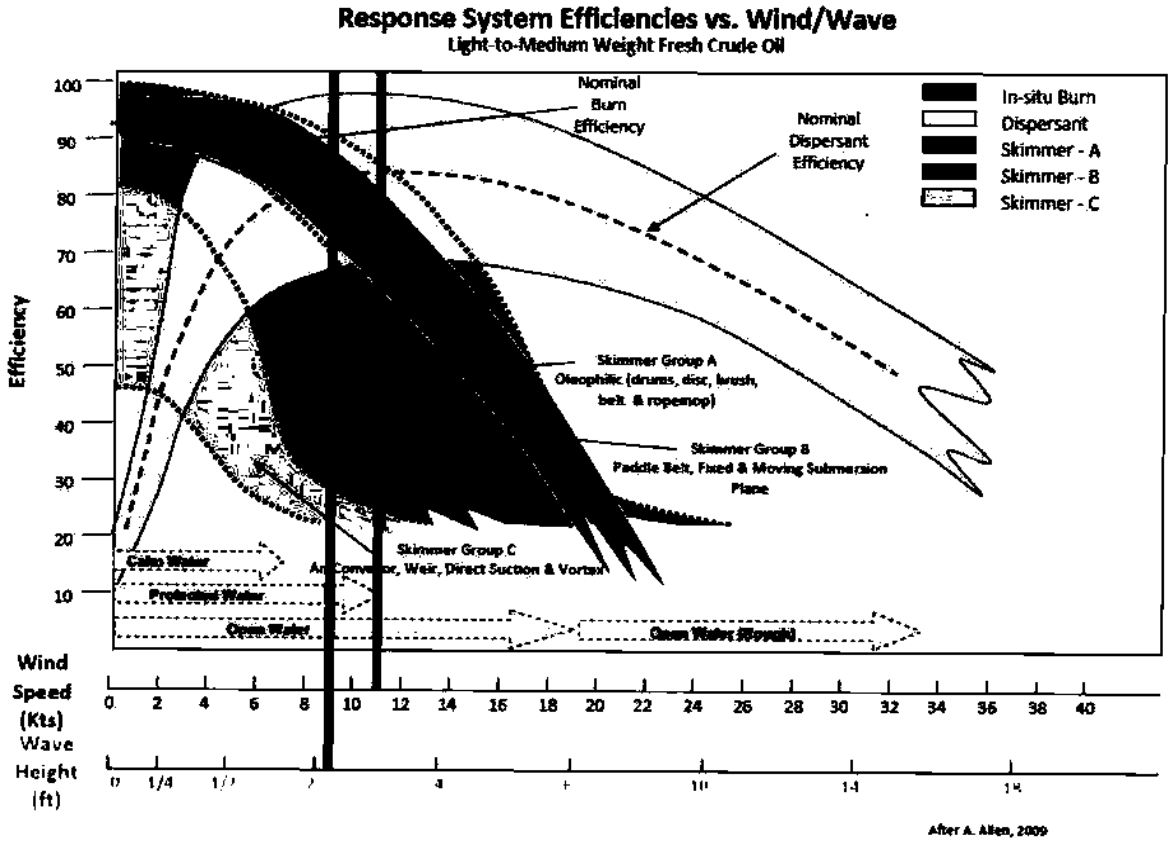
<u>5 slicks located in the same general area and estimated total for those 5 slicks is 1,260 gallons</u>



Requirements

a.2) Visual justification and written explanation of why offshore skimmers and in-situ burn resources are unable to intercept and recover target prior to landfall. This justification may also include those slicks that have moved past skimmers and in-situ burn operations.
a.3) If skimming operations and/or in-situ burn operations are not being performed, provide written justification for reasons (i.e., outside weather parameters, resupply and refit). Explain whether the current weather and forecasted weather are favorable to support dispersant spray missions, spotter, and SMART flights.

Information provided in compliance with these requirements as follows;



The current weather and sea state is conducive to skimming, in-situ burning and aerial dispersants, however, as the above graphic clearly illustrates the theoretical low effectiveness of skimmers operating in the open water source area and indicates the potential of **skimming capabilities alone being insufficient to remove oil from the environment, thus the need to supplement with alternate response technologies, e.g., aerial dispersants.**

Skimming Assets	Group I	Group II	Group III	TOTALS
Operational	11 28		10	49
Standby	0 1		0	1
Enroute	0 0		0	0
Maintenance	**1**	**7**	**1**	**9**

TOTALS	12 36		11	55

Available offshore skimming resources are shown in the previous table. It should be noted that **11% (9 vessels) of the fleet are not operational due to maintenance**. The operating fleet is largely composed of vessels utilizing Weir skimming units. Weir skimming units are inefficient in open water areas particularly with certain wind and sea states. The previous graphic shows that **approximately 85% of the skimming fleet is operating at 20% or less in effectiveness** with the remaining 15% of the fleet operating at approximately 80% effectiveness. This level of effectiveness will lead to certain dispersible quantities of oil escaping further away from the source due to the inability of skimmers and in-situ burning operations alone to contain the oil within a restricted geographic area.

Dispersants remain at nearly 100% effective in this weather and sea state with in-situ burning at around 75%.

The forecast weather is suitable for aerial dispersant flight operations with 40% chance of precipitation, 1500 feet ceiling and 14nm visibility.

The observed oil slick is in Zone AX and is substantially outside the offshore skimmer recovery and in-situ burn operations zone, e.g., the 15 nm circle around the source.

Requirement

a.4) Visual photographic imagery showing spotted target and area to be dispersed.

Information provided in compliance with this requirement, e.g., photos of the observation.

[redacted]

Requirement

a.5) List of other environmental considerations such as vulnerabilities such as bird nesting, fledglings, mating, plant, rare species, that provide tradeoff justifications.
a.6) List of economic extenuating circumstances, such as prevention of fishery closures and marine transportation system impacts.

Information provided in compliance with this requirement.

Resources at Risk in the Offshore at the MC252

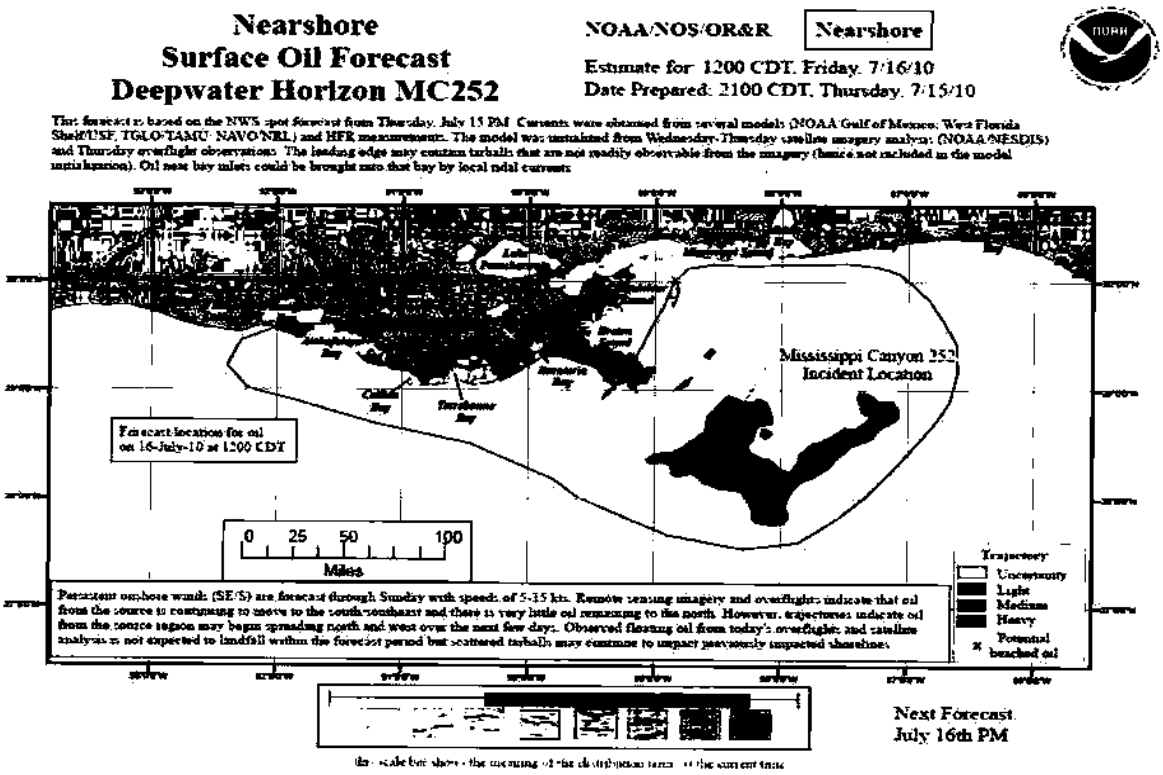
- Fish & Invertebrates – The fish in the area would primarily be pelagic open-water species such as tuna, jacks, and sailfish. There is an extensive recreational fishing for marlin and recreational and commercial fishing for yellowfin and bluefin tuna throughout the area. This area is also considered a nursery area for crevalle jack.
- Shellfish – This area is outside the normal range of spiny lobster, crabs and shrimp fisheries
- Birds – pelagic birds such as shearwaters and frigate birds may be in the area, but have likely removed themselves from the area. The birds may become oiled when foraging in the area. Direct oiling of birds reduced the buoyancy, water repellency, and insulation provided by the feathers and may result in death by drowning of hypothermia. Preening of oiled feathers may also result in ingestion of oil resulting in irritation, sickness and death.

- Mammals – whales (fin, and sperm, both federally and state endangered) and dolphins are commonly found throughout the area. Oil may irritate the skin, eyes, and nostrils of the cetaceans. Unless exposed to oil for prolonged periods, mortality is not expected.
- Reptiles – Loggerhead sea turtles (state/federally threatened) and Kemp's Ridley sea turtles (state /federally endangered) are found throughout the area in all life stages and water depths; other species are also known to be in the area (leatherback, green). The young of year of the various species are especially susceptible to oiling, often leading to mortality when exposed. In addition, weathered crude oil (in tarball form or trapped in Sargasso weed) is known to be consumed by the turtles who mistake it for a food source, typically resulting in toxic effects, intestinal blockages, and often resulting in death.

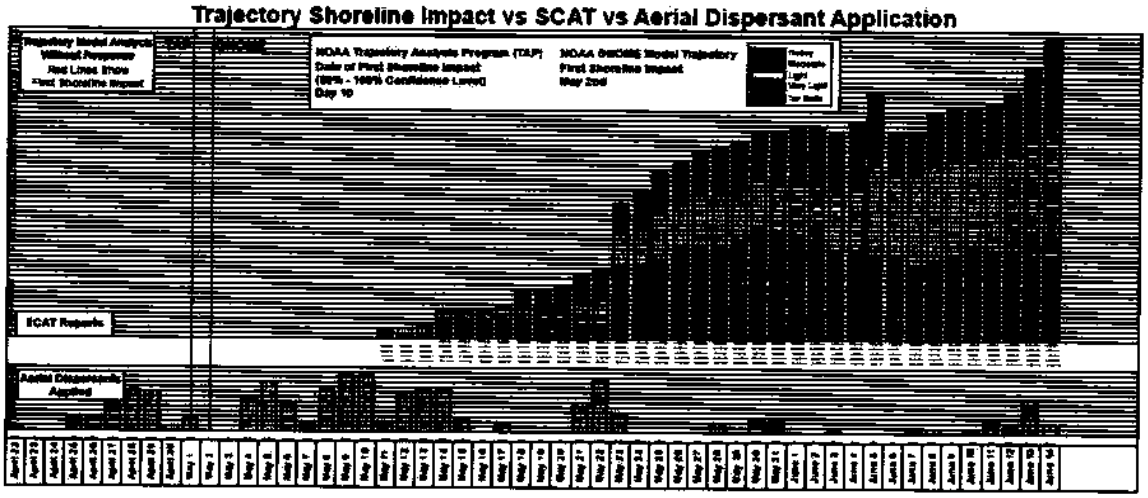
The ICS 232 – Resources at Risk should be consulted to completely define the shoreline and nearshore resources at risk (including wildlife, socioeconomic, and historic resources) and should be consulted to determine the potential extent of impacts from oil reaching these environments. Every effort should be taken to prevent this oil from reaching and impacting the extensive sensitive resources in these environments.

The longer oil remains on the surface without removal or dispersal, the negative impact of closures to the fishery will continue. Louisiana's $2.5-billion commercial fishing industry, provides much of the country's domestic shrimp and oysters. The threat to maritime commerce remains to the Louisiana Offshore Oil Platform (LOOP). LOOP handles 13 percent of the nation's foreign oil, about 1.2 million barrels a day, and connects by pipeline to 50 percent of the U.S. refining capability. The potential threat remains for marine commerce transiting the Mississippi River.

The NOAA Surface Oil Forecast shows extensive areas of heavy and medium oil that may adversely impact the shoreline, including sensitive resources (See the NOAA Near Shore Trajectory below). The NOAA Surface Oil Forecast for July 16th shows extensive areas of heavy and medium oil that are or may adversely impact the shoreline, including sensitive wetlands.



The data shown on the bar graph below indicates a correlation between shoreline impact and dispersant volume usage. Although this is raw data that requires future peer review and evaluation, it is shown here to illustrate that if oil escapes the source area and the skimming and in-situ burn operations around the source, and aerial dispersants are not utilized, in all likelihood, shoreline impact with subsequent negative impact to the aforementioned Resources at Risk, will occur.



Requirement: The weather and forecasted weather is favorable to support both reconnaissance flights and dispersant spray missions.

Information provided in compliance with this requirement: The forecast weather is excellent for flight operations with 40% chance of precipitation, 1500 feet ceiling and 14nm visibility.

a. **Requirements: Ensure entire process is documented and a report completed for all dispersant applications. Spotters aboard reconnaissance flights are able to identify oil slicks estimated to require a specific number of gallons of dispersants. State that spotters will, within 6 hours of the dispersant spray operations, identify high value targeted slicks and prepare a report specifying the location and dispersant volumes needed for each application.**

Information provided in compliance with this requirement: Spotters have been trained by the NOAA SSC Ed Levine to differentiate various conditions of oil, e.g., dispersible, emulsified, heavy metallic slicks, etc. Replacement spotter personnel, prior to being designated a spotter, make 4 training flights with experienced trained spotters. Many of the experienced spotters have been trained by the NOAA SSC. The spotters evaluate the oil and estimate percent coverage, length and width of the slick. The oil condition, size and coverage are provided to the Aerial Dispersant Group in the Houma ICP that reviews the evaluation and calculates the quantity of dispersants from the information provided by the spotter. An appropriately sized aircraft and payload are ordered for the mission. Spotter reports are typically filed and submitted immediately after the recon flight completes and is used in evaluation of spray missions.

The Aerial Dispersant Group, Houma ICP, coordinates closely with the USCG SMART 1 team on our spray missions and will advise the SMART Team Leader in advance of any spray missions being conducted so they can arrange observation flights. The USCG SMART 1 team posts mission observation reports and photos on the EPA website for review.

Aerial Dispersants Operations – Houma Status Report

July 17, 2010

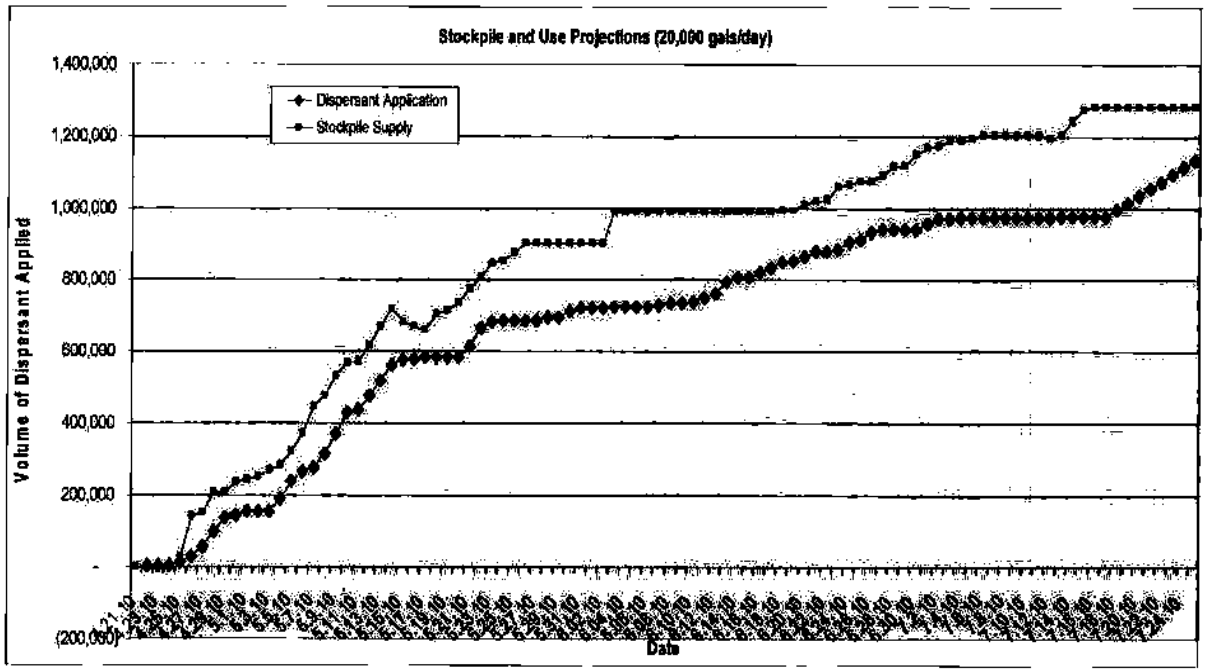
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 17, 2010 (gallons):	None was requested
2. Total Amount of Dispersant Applied on July 17, 2010 (gallons):	0
3. Total Sorties on July 17, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	976,037
5. Total Sorties to date:	405
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.17.2010 – 1200 PM (gallons):	297,953
8. Dispersant Stockpile Expected Arrival as of 7.17.10 – 1200 PM (gallons)*:	5,722
9. Estimated Total Dispersant as of 7.18.2010 - 1200 PM (gallons):	303,675
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	15

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.16.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (IAR)	1
DC-3 – Houma (ASI)	1
BT-67 – Houma (ASI)	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Houma (Lane)	3
TOTAL:	8
Spotter Aircraft:	
King Air - Stennis (Dynamic)	5
King Air - Houma (Dynamic)	1
Aztec – Houma (ASI)	1
Turbo COMDR – Houma (ASI)	1
TOTAL:	8
TOTAL AIRCRAFT:	16

Aerial Dispersant Activity Update for July 17, 2010:

- No dispersible oil was located this day, therefore, no dispersant authorization was requested. The oil that is being reported by spotters is primarily emulsified with some smaller patches of dispersible oil that are not suitable size for aerial spraying. Dispersants group directed offshore skimming vessels to recover this oil.

M/V International Peace Research Activity Update for July 17, 2010:

- Today the M/V IP is collecting reference samples in an area between 5 – 30 miles from the coastline for comparison with samples previously collected during the response. The M/V IP will continue this activity as part of tomorrow's mission.

SMART Tier 1 Update for July 17, 2010:

- There were no SMART Tier 1 observations conducted as there were no dispersant applications conducted this day.

Aerial Dispersant Group Operations Plan for July 18th: Dated 17 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls.

Mission Targeting start of the day: 07-18-2010

The following zones are assigned for early morning surveillance and initial spray targets. <u>Communicate dispersible oil as soon as possible in assigned zones since each slick will require specific approvals and the approval process needs to be commenced as soon as feasible</u>.

Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AN, AC. Secondary zones, AD, AO, AZ, R, S (**RED** indicators on map).

Houma ASI: Primary zones AM, AX. Secondary zones, AK, AW, AV, AY (**BLUE** indicators on map).

Houma AT-802: Primary zones AB, Z. Secondary zones Y, AL, AA, Q [Limited to within 40 NM from the shoreline] (**GREEN** indicators on map).

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of **3 nm** offshore or depths less than **10 meters.**
   b. No dispersant spraying within **5 nm** of the spill source at surface: **<u>28 45 12N -88 18 53 W as defined in the FAA NOTAM.</u>**

<u>FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.</u>

   c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
   d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
   e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do no target Red/Reddish emulsified oil.
   f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
   g. Report takeoff and landing times to assigned coordinators as they occur.

5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Ancillary operations:

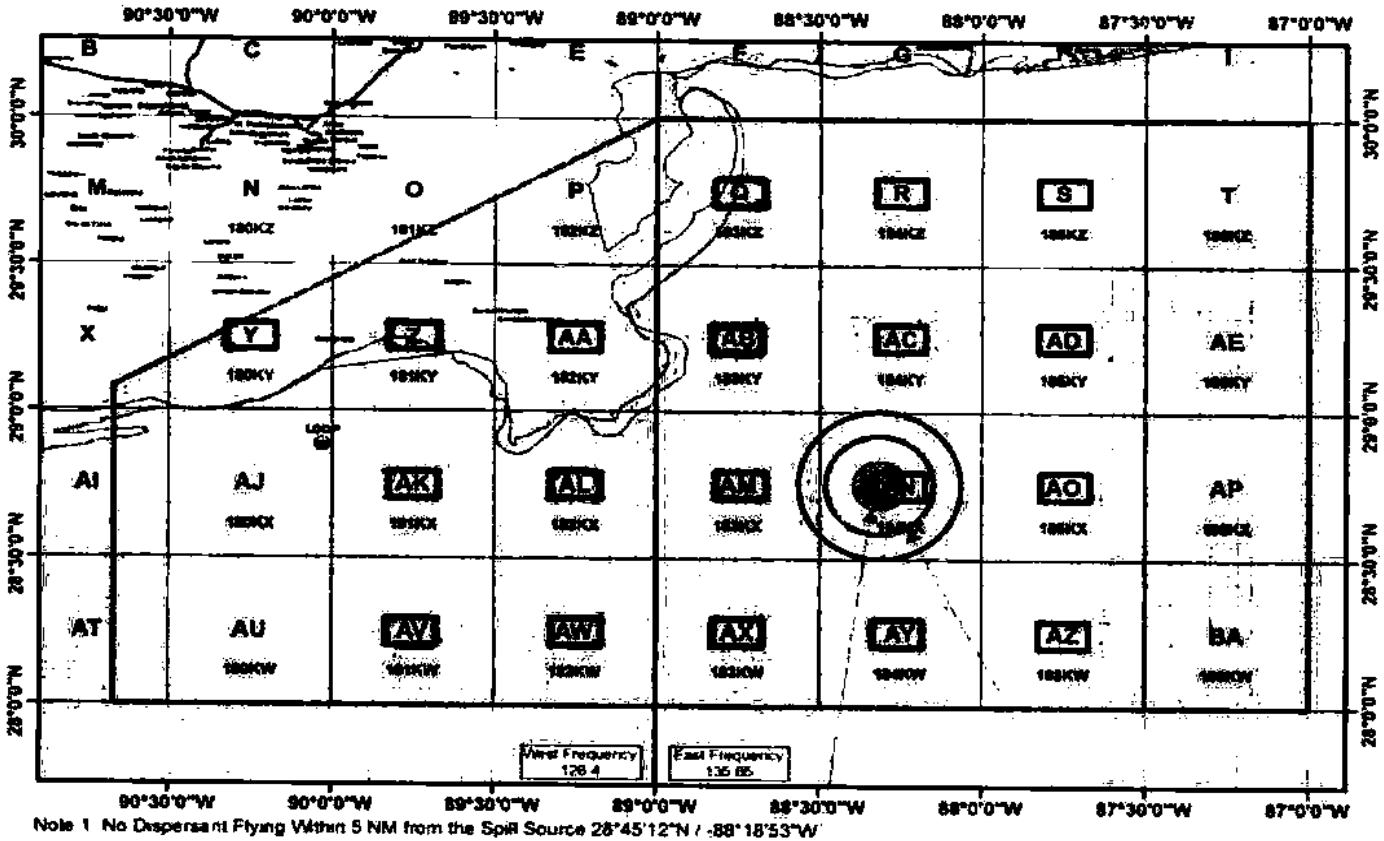
1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are within the circle is as depicted on the operational chart, however the **burn location is subject to continuous change and we will not be given a specific burn location.**
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application.
4. **Stennis Tasking:** Scientific Support Mission: **The IP will not require a spotter scientific support mission for at least the next 3 days. The current location for the Determination is 28 51.14N / 88 26.17W. Estimated to be at the same location tomorrow at 0700. They will have buoys out and provide John Daigle with an update on that location, which should be very near current location. Would like to have an aircraft to find the closest oil to the buoy and relay that to the vessel.**

Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number).

The following NOTAM addresses the need to have remote tracking.

FDC 0/2185 ZHU ..SPECIAL NOTICE.. GULF OF MEXICO. DEEPWATER HORIZON/MISSISSIPPI CANYON INCIDENT CLEANUP AND RECONSTITUTION OPERATIONS. SATELLITE TRACKING EQUIPMENT SURVEY. EFFECTIVE IMMEDIATELY UNTIL 1007202300. THE INCIDENT COMMANDER HAS DIRECTED ALL OPERATORS WITH AIRCRAFT PARTICIPATING IN DEEPWATER HORIZON INCIDENT OPERATIONS TO CONTACT TYNDALL AIR OPERATIONS CENTER (AOC) AT THE NUMBER BELOW. OPERATORS SHALL ADVISE THE AOC IF THE AIRCRAFT BEING USED ARE CAPABLE OF REMOTE SATELLITE TRACKING THAT PROVIDES REALTIME OR NEAR REALTIME POSITION INFORMATION. OPERATORS WITH SUCH CAPABILITY SHOULD PROVIDE THE AOC WITH INFORMATION ABOUT THE SYSTEM THEY ARE USING, INCLUDING SERVICE PROVIDER AND EQUIPMENT TYPE. THIS REQUIREMENT APPLIES TO CIVILIAN, FEDERAL/STATE/LOCAL GOVERNMENT, AND DOD OPERATORS. THIS INFORMATION MUST BE PROVIDED TO THE AOC AT 850-282-0933 NO LATER THAN 1800 CST ON TUESDAY, JULY 20, 2010.

Aerial Dispersants Operational Areas July 18, 2010



Note 1 No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis

ASI Houma

AT Houma

BURN/SKIMMER AREA
15 NMs Radius Around Source

JULY 18, 2010
START

TFR is 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
AT-802	Lane (NRC)	N9002K	800	Houma	Spray: 75'	2-Seater / Training
AT-802	Lane (NRC)	N802BG	800	Houma	Spray: 75'	
AT-802	Lane (NCR)	N950HC	800	Houma	Spray: 75'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
Operational Spray Volume (1 load per plane) (gal)			8,680			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			34,720			

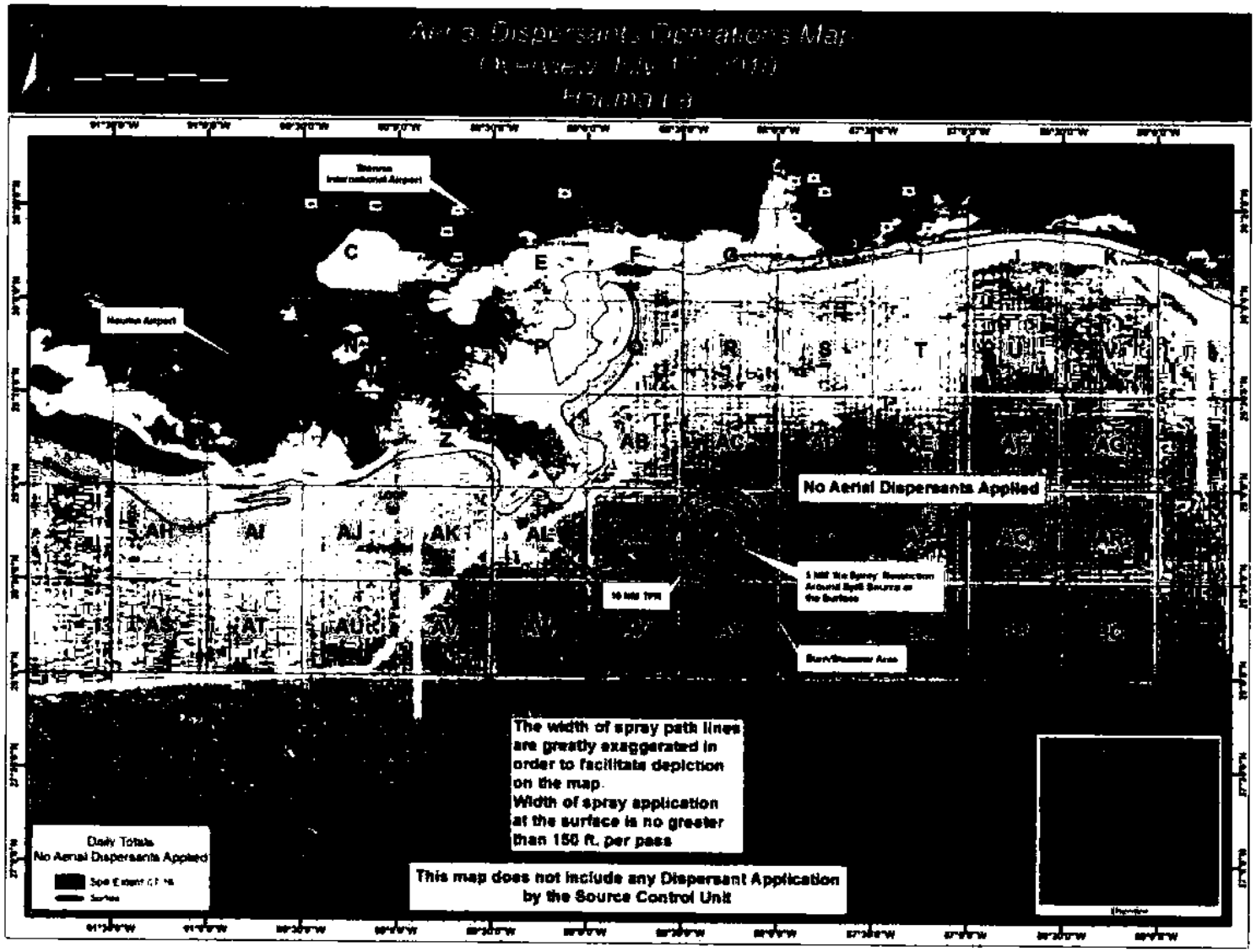
Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
13 July 2010	999	0	999	1	200	0.3
14 July 2010	0	0	0	0	0	0

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
15 July 2010	0	0	0	0	0	0
16 July 2010	0	0	0	0	0	0
17 July 2010	0	0	0	0	0	0
TOTALS	**761,468**	**214,569**	**976,037**	**405**	**195,207**	**305.0**


Houma Airport
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 6/17/2010	**TIME:** 0600 local	**STAGING AIRPORTS** Stennis Int'l / Houma	**AIRPORT ID:** KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Tim Spoerl [redacted] / (Houma) Mark Cochrane [redacted]

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude:	28.55 N	N	Longitude:	88.21 W	W	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:				112 nm SSE Stennis Airport			

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart	ft.
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart	ft.
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart	ft.

SPILL SITE WX:	WIND:	S 8 - 10	CLG:	1500	VIS	14 miles	SUNRISE:	0606	SUNSET: 1951
SEA STATE:	Swell: SE .5'		Wind Waves: SSE 1.5'				Combined Seas: 2.0'		

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS	PRIMARY VHF COM: 126.40 MHz, West of	IMARY VHF COM: 132.6 MHz, East of 89 deg	EC. VHF COM: 123.45 / EMERG COM: 121.5 MHz
	PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
	MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	In Maintenance	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo CMDRA ASI	N690XT	0XT	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA	NOAA 46			Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
					Recon Sorties						
	Aztec	183	Recon	4	0			0000 / 0610			0000 / 0924
	Turbo Cmdr	5DP	Recon	5	0			0000 / 0614			0000 / 0938
	BE90	39Q	Recon	5	0			0000 / 0625			0000 / 1022
	BE90	89N	Recon	5	0			0000 / 0631			0000 / 1030
	BE90	89F	Recon	5	0			0000 / 0743			0000 / 0951
	BE90	37H	Recon	5	0			0000 / 0840			0000 / 1215
	BE90	80Y	Recon	5	0			0000 / 0901			0000 / 1304
	BE90	39Q	Recon	5	0			0000 /1124			0000 / 1434
	BE90	99D	Recon	5	0			0000 /1130			0000 / 1500
	Turbo Cmdr	5DP	Recon	5	0			0000 / 1153			0000 / 1348
	BE90	98Y	Recon	5	0			0000 /1308			0000 / 1504
					Spray/Spotter Sorties						
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	89N	Spotter	4	0			0803			1206
4	C-130	4031C	Spray	4	0			0834			1035
	BE90	80Y	Spotter	4	0			1245			1545
5	C-130	4011C	Spray	4	0			1300			1455
	BE90	98Y	Spotter	4	0			1200			1600
6	C-130	HY	Spray	4	0			1303			1457
	BE90	39Q	Spotter	4	0			1200			1600
7	AT-802	02K	Spray	4	0			1245			1500
	No dispersant was applied today										
	Flights in yellow were canceled, no dispersable oil found										

Combined SiteTotals	**0**	**9500**
	Stennis	**0**
	Houma	**0**

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 6/18/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N	N	Longitude: 88.21 W	W	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport				

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude	See OPS Chart	ft.
EXIT POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude	See OPS Chart	ft.
HOLDING AREA:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude	See OPS Chart	ft.

SPILL SITE WX:	WIND: S 8 - 10	CLG: 2500	VIS 20miles	SUNRISE: 0606	SUNSET: 1951
SEA STATE:	Swell: SE 2.5'	Wind Waves: SSE 1.5'		Combined Seas: 4.0'	

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, West	PRIMARY VHF COM: 132.6 MHz, East of 89 deg	EC. VHF COM: 123.45 / EMERG.COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	In Maintenance	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo CMDRA ASI	N690XT	0XT	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is necessary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA	NOAA 46			Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	37H	Recon / Spotter	6	0			0600			0920
	Turbo Cmdr	N690XT	Spotter	5	0			0800			1200
1	BT-67	N932H	Spray	4	2000			0815			1130
	BE90	80Y	Spotter	6	0			0800			1545
2	C-130	N117TG	Spray	4	3000			0830			1455
	BE90	79W	Spotter	6	0			1200			1600
6	AT - 802	02K	Spray	4	800			1245			1500
	Aztec	183	Spotter	6	0			1208			1500
7	DC-3	766	Spray	4	1000			1230			1432
					6800						

Combined SiteTotals		9500	9527	Totals by Site
	Stennis	0	0	0
	Houma	0	0	0

Aerial Dispersants Operations – Houma Status Report

July 18, 2010

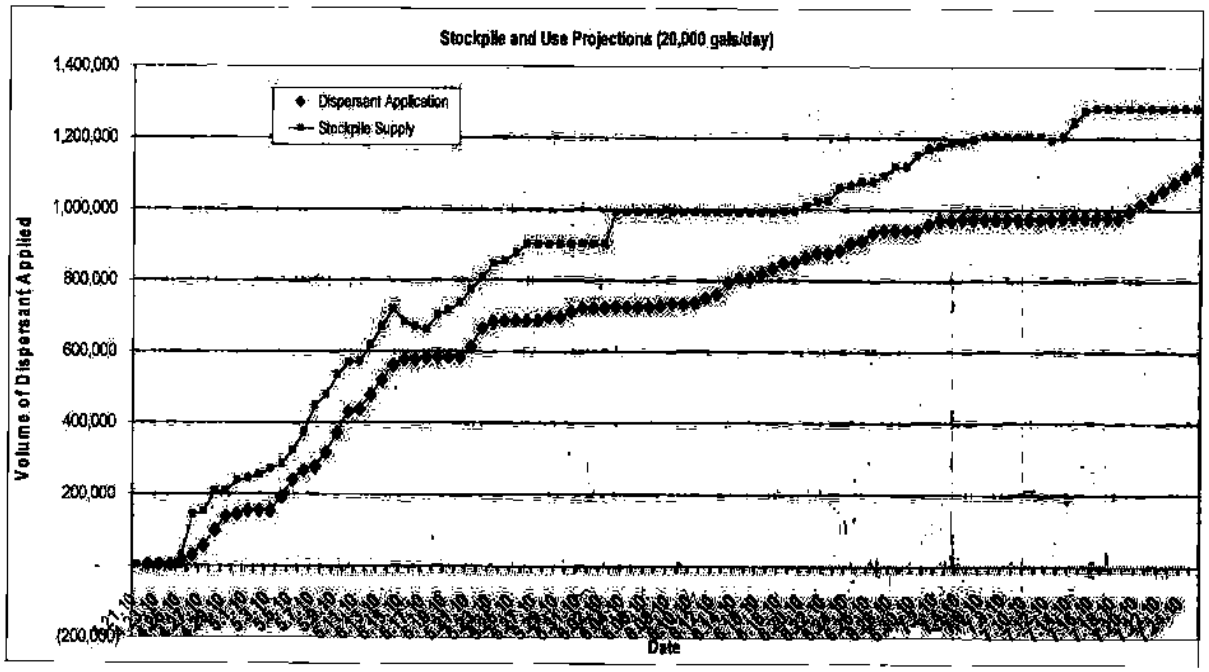
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities. Aerial application of dispersants are being conducted under the direction of Unified Command and are targeting dispersible oil to minimize surface oil slicks impacting the environmentally sensitive shoreline ecosystem.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 18, 2010 (gallons):	No request made
2. Total Amount of Dispersant Applied on July 18, 2010 (gallons):	0
3. Total Sorties on July 18, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	976,037
5. Total Sorties to date:	405
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.18.2010 – 1200 PM (gallons):	297,953
8. Dispersant Stockpile Expected Arrival as of 7.18.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.19.2010 - 1200 PM (gallons):	303,675
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	15

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.16.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
~~**C-130 – Stennis (IAR)**~~	demobilizing
DC-3 – Houma (ASI)	1
BT-67 – Houma (ASI)	1
King Air – 2 – Stennis (can be used for spotting)	2
~~**AT-802 – Houma (Lane)**~~	demobilizing
TOTAL:	**4**
Spotter Aircraft:	
~~**King Air – Stennis (Dynamic)**~~	demobilizing
~~**King Air – Houma (Dynamic)**~~	demobilizing
Aztec – Houma (ASI)	1
Turbo COMDR – Houma (ASI)	1
TOTAL:	2
TOTAL AIRCRAFT:	**6**

Aerial Dispersant Activity Update for July 18, 2010:

- No dispersible oil was located this day, therefore, no dispersant authorization was requested. The oil that is being reported by spotters is primarily emulsified with some smaller patches of dispersible oil that are not suitable size for aerial spraying. Dispersants group directed offshore skimming vessels to recover this oil.
- Aerial Dispersants group in coordination with Air Operations and Offshore Operations Section have recommended the demobilization of all but six airplanes in the dispersant operations assets – Demobilization recommendations include the following assets and their support personnel/equipment (refer to table on page 6 of this report):
    - Stennis air base – five (5) Dynamic Beechcraft King Air spotter aircraft
    - Stennis air base – one (1) IAR Hercules C-130A spray aircraft
    - Houma air base – three (3) Ag Tractors AT-802 spray aircraft
    - Houma air base – one (1) Dynamic Beechraft King Air spotter aircraft

  This demobilization will leave the response with two (2) King Air spray aircraft at Stennis air base and one (1) BT-67 and one (1) DC-3 spray aircraft and two (2) spotter aircraft (Aztec and Aero Commander).

SMART Tier 1 Update for July 18, 2010:

- There were no SMART Tier 1 observations conducted as there were no dispersant applications conducted this day.

***M/V International Peace* Research Activity Update for July 18, 2010:**

- Today the M/V IP is collecting reference samples and coming into port tonight for a crew change and will concurrently unload the spare Boat Spray system and will return offshore to be in place for the morning. The M/V IP will be working at coordinates 28 27.35N by 89 15.17W (Zone AY) to conduct additional testing involving two (2) 25 gallon spray runs of dispersants followed by Flourometry and LISST monitoring and collection of water samples for chemical analysis and toxicity testing, weather permitting.

Aerial Dispersant Group Operations Plan for July 19th:
Dated 18 July, 2010

Tim Spoerl, Brad Barker, and Scotty Meador, please acknowledge receipt. Disseminate to all pilots. Op Areas are depicted on attached map .pdf; schedule on attached .xls.

Mission Targeting start of the day: 07-19-2010
One recon flight each from Stennis and Houma-Guidance will be provided regarding recon activities in the afternoon.

The following zones are assigned for early morning surveillance and initial spray targets. Communicate dispersible oil as soon as possible in assigned zones since each slick will require specific approvals and the approval process needs to be commenced as soon as feasible.

Spotters, please provide a photo if possible with your reports.

Stennis: Primary zones AB, AC. Secondary zones, AB, AD AO, AZ, Q, R, S (RED indicators on map).
Houma ASI: Primary zones AM, AX, AY. Secondary zones, AK, AL, AW, AV, Z (BLUE indicators on map).

Changed Zones highlighted in Yellow **(map has not been changed).**

Maintain 3 nm boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Notes: Changes to previous orders are underlined.

1. **Required Equipment:** Functioning spray tracking units (GPS, Sat Lock) if not equipped, do not fly.
2. **As of 28 May 2010 FOSC approval is required each day for application of Corexit EC9500A dispersant in pre-approved areas.**
3. **Restrictions to aerial dispersant spraying:**
   a. No aerial dispersant spraying within the greatest of 3 nm offshore or depths less than 10 meters.
   b. No dispersant spraying within 5 nm of the spill source at surface: **28 45 12N -88 18 53 W as defined in the FAA NOTAM.**

FOR DOCUMENTATION PURPOSES (FUTURE REVIEW) WE WILL LIST THE FAA NOTAM 28 45 12N -88 18 53 W AS THE OFFICIAL LOCATION.

c. No aerial dispersant spraying **2nm** of vessels, platforms, and **3nm** from marine mammals.
d. SMART and Scientific Support Missions may spray within **1nm** of SMART/ SSM vessel; positive ID required.
e. Target black and brown oil. This is the freshest/most dispersible oil. Dosage is 5 gallons per acre. ***Quality not Quantity***. Do no target Red/Reddish emulsified oil.
f. Spotter aircraft remain on site to visually assess effects on dispersed area and document with photographs. Complete spotters debrief form and turn in to base operations on a daily bases.
g. Report takeoff and landing times to assigned coordinators as they occur.

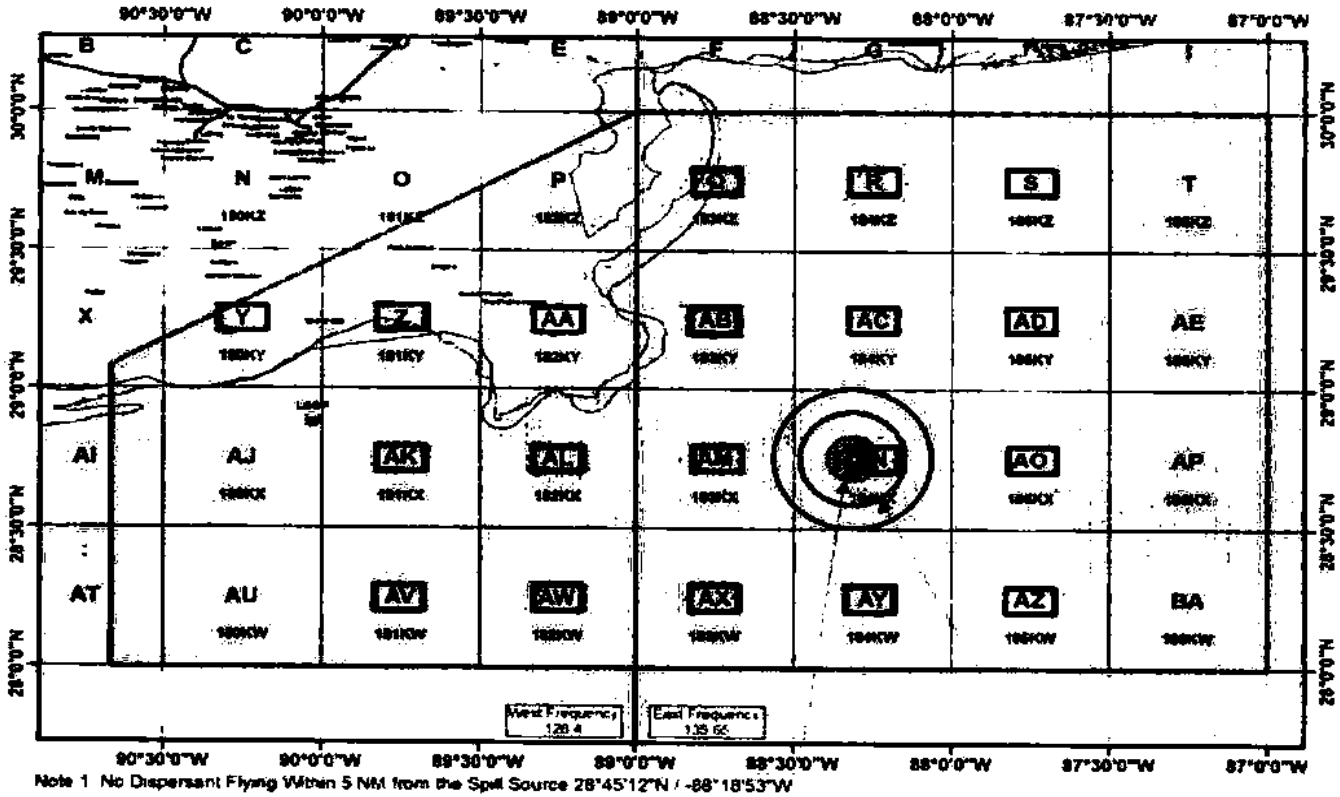
5. **Aircraft Communications:**
   a. **Primary air-to-air communication frequency in TFR West of 89° W is 126.4, East of 89° W is 135.65 AND 132.6 in the source area.**
   Secondary is 123.45 all zones.
   b. Contact P3 aircraft "Omaha 99" for flight advisories.
   c. Discreet IFF codes are permanently assigned to each aircraft must be used to enter TFR. This removes need to file DVFR flight plans.
   It is absolutely essential that each flight each day calls Tyndall to advise them prior to takeoff (b) (6)
   d. **Advise SMART 1 prior to spray aircraft departure.**
   e. Primary surface to air frequency is 122.9. Secondary is 123.45.

Ancillary operations:

1. **SMART Team:** Will be working on defined and approved sites. Details to be developed with spotter findings.
2. **In Situ Burning:** The burn activities are unknown.
3. **Skimmers:** Normal operations are to be conducted with 2nm separation for spray application.
4. **Stennis Tasking:** Scientific Support Mission: The IP **will not require** a spotter flight. . The M/V Determination needs are unknown at this time.

Dispersant Group conference call tomorrow @ 1530. Dial in (b) (6) participant code (b) (6) (Stennis use moderator number). (Tentative)

Aerial Dispersants Operational Areas July 19, 2010



Note 1 No Dispersant Flying Within 5 NM from the Spill Source 28°45'12"N / -88°18'53"W

Stennis
ASI Houma
AT Houma

BURN/SKIMMER AREA
15 NMs Radius Around Source

JULY 19, 2010
START

TFR = 10 NMs
Contact OMAHA 99
on 132.6

Dispersant Spray Assets

Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	Demobilizing
King Air	MSRC (Dynamic)	N89N		Stennis	Spotter – 1,000' to 1,500'	Demobilizing
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	Demobilizing
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	Demobilizing
King Air	MSRC (Dynamic)	N80Y		Stennis	Spotter – 1,000' to 1,500'	Demobilizing
King Air	MSRC (Dynamic)	N79W		Houma	Spotter – 1,000' to 1,500'	Demobilizing
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	~~3,000~~	Stennis	Spray: 75'	Demobilizing
AT-802	Lane (NRC)	N9002K	~~800~~	Houma	Spray: 75'	Demobilizing
AT-802	Lane (NRC)	N802BG	~~800~~	Houma	Spray: 75'	Demobilizing
AT-802	Lane (NCR)	N950HC	~~800~~	Houma	Spray: 75'	Demobilizing
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
Operational Spray Volume (1 load per plane) (gal)			3,280			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			13,120			

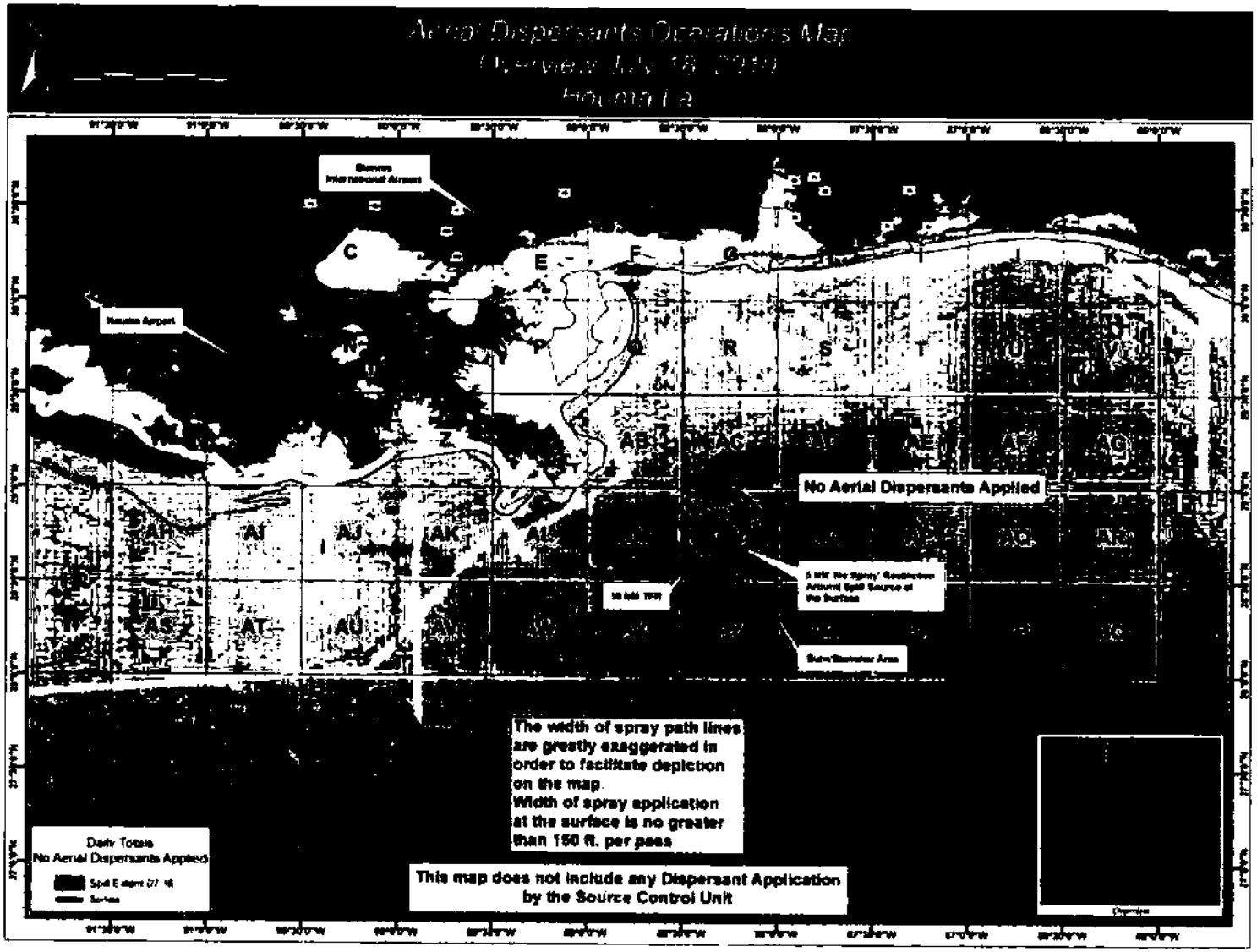
Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.6
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,321	3.7
26 April 2010	0	14,486	14,486	10	2,897	4.5
27 April 2010	11,191	15,887	27,078	11	5,416	8.5
28 April 2010	27,269	14,874	42,143	15	8,429	13.2
29 April 2010	36,913	4,000	40,913	13	8,183	12.8
30 April 2010	4,900	0	4,900	1	980	1.5
1 May 2010	3,550	8,103	11,653	4	2,331	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,855	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	13.0
14 May 2010	44,031	0	44,031	14	8,806	13.8
15 May 2010	14,208	0	14,208	6	2,842	4.4
16 May 2010	0	0	0	0	0	0
17 May 2010	6,591	0	6,591	4	1,318	2.1
18 May 2010	209	0	209	1	42	0.1

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
19 May 2010	0	0	0	0	0	0
20 May 2010	0	0	0	0	0	0
21 May 2010	25,233	4,659	29,892	14	5,978	9.3
22 May 2010	51,353	1,593	52,946	22	10,589	16.6
23 May 2010	18,104	0	18,104	11	3,621	5.7
24 May 2010	630	0	630	1	126	0.2
25 May 2010	200	0	200	1	40	0.1
26 May 2010	229	0	229	1	46	0.1
27 May 2010	200	0	200	1	40	0.1
28 May 2010	10,259	0	10,259	4	2,052	3.2
29 May 2010	0	0	0	0	0	0
30 May 2010	15,131	0	15,131	6	3,026	4.7
31 May 2010	11,676	0	11,676	7	2,335	3.7
1 June 2010	0	0	0	0	0	0
2 June 2010	0	0	0	0	0	0
3 June 2010	1,900	0	1,900	1	380	0.6
4 June 2010	0	0	0	0	0	0
5 June 2010	125	0	125	1	24	0
6 June 2010	0	0	0	0	0	0
7 June 2010	3,998	0	3,998	2	800	1.3
8 June 2010	5,505	0	5,505	3	1,101	1.7
9 June 2010	0	0	0	0	0	0
10 June 2010	4,506	0	4,506	2	901	1.4
11 June 2010	14,305	0	14,305	6	2,861	4.5
12 June 2010	6,996	0	6,996	2	1,399	2.2
13 June 2010	35,212	0	35,212	13	7,042	11.0
14 June 2010	10,703	0	10,703	7	2,141	3.3
15 June 2010	2,608	0	2,608	3	522	0.8
16 June 2010	13,380	0	13,380	7	2,676	4.2

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
17 June 2010	12,123	0	12,123	6	2,425	3.8
18 June 2010	15,564	0	15,564	8	3,113	4.9
19 June 2010	2,604	0	2,604	2	521	0.8
20 June 2010	15,403	0	15,403	6	3,081	4.8
21 June 2010	10,355	0	10,355	4	2,071	3.2
22 June 2010	2,008	0	2,008	2	402	0.6
23 June 2010	5,099	0	5,099	3	1,020	1.6
24 June 2010	21,088	0	21,088	10	4,218	6.6
25 June 2010	4,633	0	4,633	2	927	1.5
26 June 2010	23,022	0	23,022	12	4,605	7.2
27 June 2010	6,623	0	6,623	3	1325	2.07
28 June 2010	0	0	0	0	0	0
29 June 2010	0	0	0	0	0	0
30 June 2010	0	0	0	0	0	0
01 July 2010	17,852	0	17,852	5	3570	6
02 July 2010	12,737	0	12,737	7	2547	3
03 July 2010	0	0	0	0	0	0
04 July 2010	3,000	0	3,000	1	600	1
05 July 2010	803	0	803	1	161	.25
06 July 2010	0	0	0	0	0	0
07 July 2010	1,000	0	1,000	1	200	0.3
08 July 2010	0	0	0	0	0	0
09 July 2010	0	0	0	0	0	0
10 July 2010	0	0	0	0	0	0
11 July 2010	0	0	0	0	0	0
12 July 2010	0	0	0	0	0	0
13 July 2010	999	0	999	1	200	0.3
14 July 2010	0	0	0	0	0	0

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
15 July 2010	0	0	0	0	0	0
16 July 2010	0	0	0	0	0	0
17 July 2010	0	0	0	0	0	0
18 July 2010	0	0	0	0	0	0
TOTALS	**761,468**	**214,569**	**976,037**	**405**	**195,207**	**305.0**


Aerial Dispersants Operations Map
No Aerial Dispersants Applied
The width of spray path lines are greatly exaggerated in order to facilitate depiction on the map.
Width of spray application at the surface is no greater than 150 ft. per pass
This map does not include any Dispersant Application by the Source Control Unit
Daily Totals
No Aerial Dispersants Applied

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 6/18/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Tim Spoerl [redacted] / (Houma) Mark Cochrane [redacted]

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude:	28.55 N	N	Longitude:	88.21 W	W	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:				112 nm SSE Stennis Airport			

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft.
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft.
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft.

SPILL SITE WX:	WIND: S 8 - 10	CLG: 2500	VIS	20miles	SUNRISE: 0606	SUNSET: 1951	
SEA STATE:	Swell: SE 2.5'	Wind Waves: SSE 1.5'			Combined Seas: 4.0'		

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, West	IMARY VHF COM: 132.6 MHz, East of 89 deg	EC. VHF COM. 123.45 / EMERG COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N80Y	80Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Houma	In Maintenance	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
AT 802	N9002K	02K	Houma	Spray 75'	PIC: TBD Co-pilot TBD	None
BT-67 ASI	N932H	32H	Houma	Spray 75'	PIC: TBD Co-pilot TBD	None
DC-3 ASI	N64766	766	Houma	Spray. 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo CMDRA ASI	N690XT	0XT	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA	NOAA 46			Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
Recon Sorties											
	BE90	98Y	Recon	5	0			0000 / 0612			0000 / 0942
	Aztec	183	Recon	4	0			0000 / 0621			0000 / 0911
	BE90	99D	Recon	5	0			0000 /0625			0000 / 1014
	BE90	80Y	Recon	5	0			0000 / 0636			0000 / 1030
	BE90	89N	Recon	5	0			0000 / 0642			0000 / 1039
	Turbo Cmdr	690	Recon	5	0			0000 / 0655			0000 / 1025
	BE90	37H	Recon	5	0			0000 / 0831			0000 / 1215
	BE90	39Q	Recon	5	0			0000 / 0909			0000 / 1152
	Turbo Cmdr	690	Recon	5	0			0000 / 1436			0000 / 1708
	BE90	37H	Recon	5	0			0000 / 1351			0000 / 1547
Spray/Spotter Sorties											
	BE90	80Y	Spotter	4	0			0800			1200
1	C-130	N117TG	Spray	4	0			0830			1030
	Turbo Cmdr	N112EM	Recon / Spotter	5	0			1205			1540
2	BT-67	N932H	Spray	4	0			1200			1425
3	DC-3	766	Spray	4	0			1230			1432
	BE90	39Q	Spotter	4	0			1200			1600
7	AT - 802	02K	Spray	4	0			1245			1500
	No dispersant was applied today										
	Flights in yellow were canceled, no dispersable oil found										

Combined SiteTotals	**0**	**9500**
	Stennis	**0**
	Houma	**0**

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 6/19/2010	TIME: 0600 local	STAGING AIRPORTS Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis) Tim Spoerl [redacted] / (Houma) Mark Cochrane [redacted]

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude:	28.55 N	N	Longitude:	88.21 W	W	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:				112 nm SSE Stennis Airport			

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft.
EXIT POINT:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft.
HOLDING AREA:	Latitude:	See OPS Chart	N	Longitude:	See OPS Chart	W	Altitude	See OPS Chart ft.

SPILL SITE WX:	WIND: ESE 10-13	CLG: 4000	VIS 20miles	SUNRISE: 0607	SUNSET: 1950	
SEA STATE:	Swell: SE 1.0'	Wind Waves: ESE 2.0'		Combined Seas: 3.0'		

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz, West	PRIMARY VHF COM: 132.6 MHz, East of 89 deg	SEC. VHF COM: 123.45 / EMERG COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 122. 9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz / Marine primary VHF 81A		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N99D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Turbo CMDRA ASI	N690XT	0XT	Houma	Spotter	PIC: TBD Co-pilot: TBD	None

SORTIE	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL	PAYLOAD TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	98Y	Recon / Spotter	6	0			0600			0920
	Turbo Cmdr	N690XT	Spotter	5	0			0800			1200
1	BT-67	N9321I	Spray	4	2000			0815			1130
	BE90	79W	Spotter	6	0			1200			1600
6	AT - 802	02K	Spray	4	800			1245			1500
	Aztec	183	Spotter	6	0			1208			1500
7	DC-3	766	Spray	4	1000			1230			1432
					3800						
			Combined SiteTotals				9500	9527	Totals by Site		
						Stennis	0	0	0		
						Houma	0	0	0		

Aerial Dispersant Group – Houma Status Report

July 26, 2010

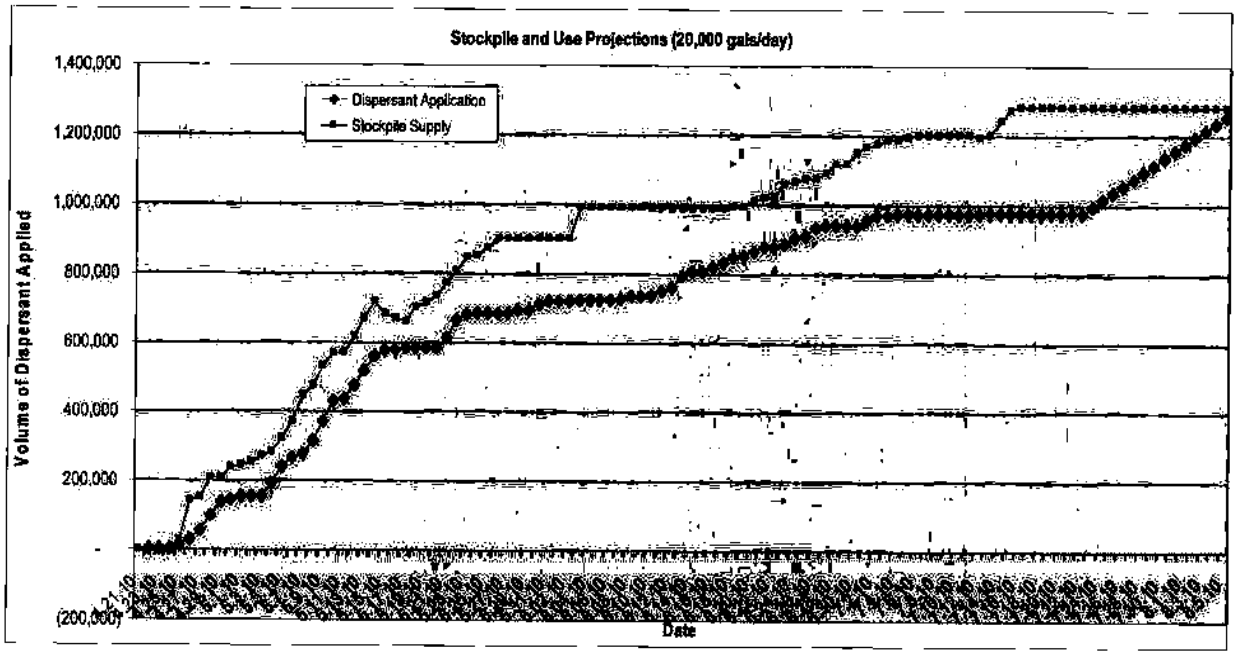
This report presents a snapshot of the aerial dispersant applications conducted on this date and summarizes the associated support activities.

Dispersant Aerial Spray Summary:

1. FOSC approved Application Volume for July 26, 2010 (gallons):	No request made
2. Total Amount of Dispersant Applied on July 26, 2010 (gallons):	0
3. Total Sorties on July 26, 2010:	0
4. Total Amount of Dispersant Applied to date (gallons):	976,237
5. Total Spray Sorties to date: **Total Spotter/Reconnaissance Sorties to date:**	406 1,025
6. Total Area Covered by Dispersant Applications to date (mi^2):	305
7. Total Dispersant Stockpiles on the ground as of 7.26.2010 – 1200 PM (gallons):	303,475
8. Dispersant Stockpile Expected Arrival as of 7.26.10 – 1200 PM (gallons)*:	0
9. Estimated Total Dispersant as of 7.27.2010 - 1200 PM (gallons):	303,475
10. Projected Days Operational at maximum rate of 20,000 gal/day (days):	15

* Future estimates for the delivery of EC9500A are based on production schedules provided by Procurement on 7.18.10 via email and discussions with Nalco.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
King Air – 2 – Stennis (can be used for spotting)	2
BT-67 – Houma (ASI)	1
DC-3 – Houma (ASI)	1
TOTAL:	**4**
Spotter Aircraft:	
Aztec – Houma (ASI)	1
Turbo COMDR – Houma (ASI)	1
TOTAL:	**2**
TOTAL AIRCRAFT:	**6**

Aerial Dispersant Activity Update for July 26, 2010:

- No flights are planned for tomorrow or in the future.
- No additional reports will be delivered after this date as it is not expected that the Aerial Dispersant Group – Houma will be activated again for this response. In the event that the Aerial Dispersant Group is activated, a report will be generated and distributed as previously established.
- A final report will be published upon demobilization of the Houma Aerial Dispersant Group.

SMART Tier 1 Update for July 23, 2010:

- No SMART Tier I observations were conducted today as there were no dispersant spray missions conducted.

Aerial Dispersant Group Operations Plan

There is no Aerial Dispersant Group Operations Plan provided in this report as there are no flights scheduled for tomorrow or anticipated in the future for the Aerial Dispersants Group - Houma.

Dispersant Spray Assets

Aircraft Information						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport**	**Purpose & Altitude**	**Comments**
Spotters						
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Turbo COMDR	ASI	N690GG		Houma	Spotter	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N7199D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
Operational Spray Volume (1 load per plane) (gal)			3,280			
Total Operational Spray Maximum (gal) (4 sorties/ plane / day)			13,120			

Dispersant Application Totals

No spraying has been done, or is expected to be done in the coming days. The table showing the daily dispersant applications remains the same as the one reported in yesterday's daily status report. Please refer to the Aerial Dispersant Group – Houma Status Report for 7.22.10.pdf for the complete list. This report and previous ones can be obtained from the HSIN Deepwater Horizon – MC252 website under the ICP Houma - Aerial Dispersants Group.

[redacted] LT

From: [redacted] LT
Sent: Sunday, May 09, 2010 11:38 AM
To: HQS-PF-fldr-DCO-Incident Support Team
Subject: FW: RFI for Aerial Dispersant Flights from NOC
Attachments: Dispersants Operations Summary 5.8.10 all files.zip

Importance: High

Categories: Complete, Purple Category

-----Original Message-----
From: [redacted] LCDR
Sent: Sunday, May 09, 2010 11:25 AM
To: [redacted] LT
Subject: RE: RFI for Aerial Dispersant Flights from NOC
Importance: High

-----Original Message-----
From: [redacted] LT
Sent: Sunday, May 09, 2010 10:24 AM
To: [redacted] LCDR
Subject: FW: RFI for Aerial Dispersant Flights from NOC

(b) (6),

See below. About to put into HSIN and send your way.

V/R
LT [redacted]

-----Original Message-----
From: National Command Center
Sent: Sunday, May 09, 2010 11:13 AM
To: HQS-PF-fldr-DCO-Incident Support Team
Cc: National Command Center
Subject: RFI for Aerial Dispersant Flights from NOC

DC NIC,

NOC is requesting more granularity for the dispersant flights. Specifically, they are requesting the agencies that are conducting the aerial dispersants (are any CG aircraft deploying dispersants?). Thanks.

V/r,
NCC IMT

Aerial Dispersants Operations - Houma Status Report

May 12, 2010

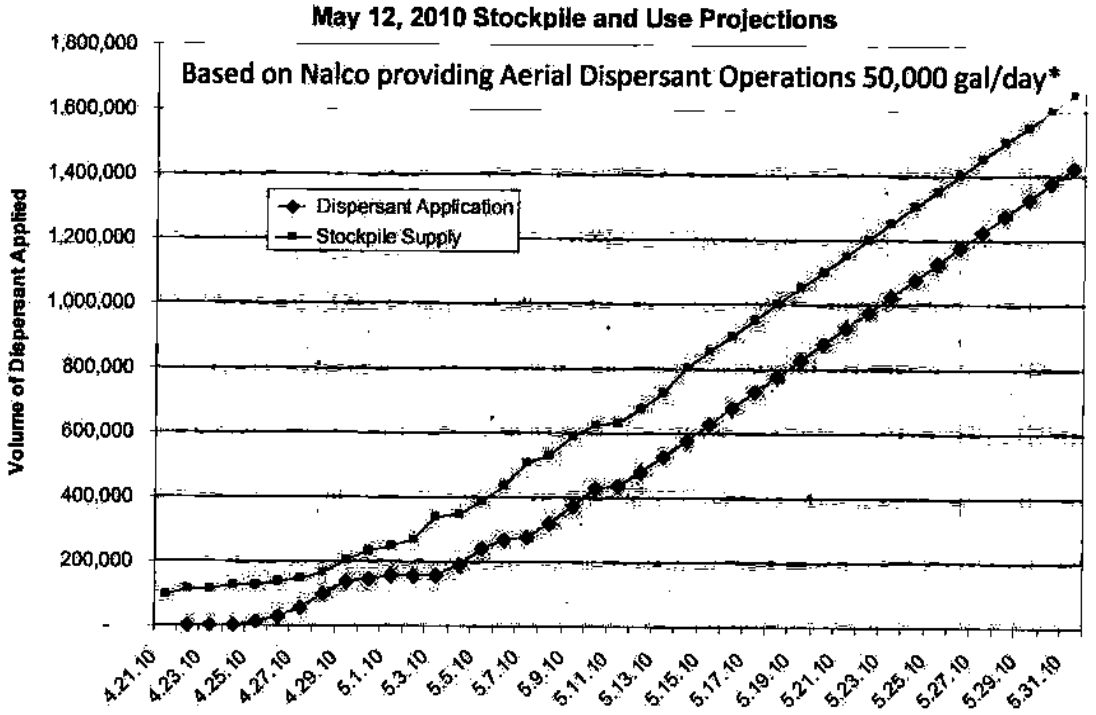
Note: This information is the reporting for aerial dispersant spraying

Dispersant Aerial Spray Summary:

1. Total Amount of Dispersant Applied on May 12, 2010 (gallons):	39,710
2. Total Sorties on May 12, 2010465:	12
3. Total Amount of Dispersant Applied to date (gallons):	475,957
4. Total Sorties to date:	177
5. Total Area Covered by Dispersant Applications to date (mi^2):	148.7
6. Total Dispersant Stockpiles on the ground as of 5.12.2010 – 1200 PM (gallons):	195,465*
7. Dispersant Stockpile Expected Arrival as of 5.13.10 – 1200 PM (gallons):	22,000
8. Estimated Total Dispersant as of 5.13.2010 - 1200 PM (gallons):	217,465*
9. Projected Days Operational at maximum rate of 50,000 gal/day (days):	unlimited

* This volume is still being reconciled and verified with procurement, staging, receiving and finance.

Dispersant Stockpile Supply and Use Projections



*Includes stock pile arrivals from Hawaii.

Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (1 IAR, 1 Lynden, 3 USAF)	5
DC-3 - Houma	2
BT-67 - Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Stennis	1
TOTAL:	11
Spotter Aircraft:	
King Air – 5 – Stennis	5
Aztec - Houma	1
Aero COMDR - Houma	1
TOTAL:	7
TOTAL AIRCRAFT:	18
PRIORITY Spray Assets Identified*	
Spray Aircraft:	**LEAD TIME**
C-130 – OSR-UK (20,000 gal/day) **+ 8-person support team with 2 flight crews**	1 – 28 hours
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – Lynden (Alaska) - (20,000 gal/day)	1 – 5+days
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	1
***NOTE:** These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Activity Update:

In response to the Operations Review conducted on 11 May 2010 the following actions were taken:

1. Dispersant spraying was revised to target black and brown dispersible oil near the source and not to spray the pinkish/reddish emulsions near shore.
2. ASI has arranged to have flow rate and droplet size calibration tests for the BT-67 and DC-3 conducted this week. ASI continues to provide spotter aircraft to support dispersant operations.
3. An Oil Dispersant Spotter Debrief Form was prepared to capture information on the results of spraying and the spotters will stay on scene after spraying to photograph the treated oil.
4. Arrangements will be made for the NOAA SSC to provide observer oil identification training to spotters.
5. Briefed Houma Dispersant Group and Stennis and Houma bases concerning the Operations Review and the changes being made.
6. Coordinated with USCG SMART members to share photographs of treated oil and dispersant operations, and fluorometry data.
    - Developed Boat Dispersant Spray procedures to use neat spraying systems. A copy of the procedures is attached.
    - Provided dispersant spray trajectories and flight plans for aerial spraying operations to address potential near shore human exposure issues. Records showed dispersant spraying was considerably distant from reported exposure and considered not responsible.
7. Dispersant Science Group worked on the following:
    - Providing scientific justification for continued dispersant use.
    - Developed final draft sampling plan for water chemistry needs.
    - Outfitted the International Peace for boat application of dispersant, SMART evaluation, and chemical and biological sampling.
    - Prepared organization charts for Aerial Dispersant Group. See Attached.

Objectives

Objectives for May 12th were to focus spraying on thick oil areas outside of 5 nm radius around spill source. Additionally, boat spray testing of alternate dispersants will continue near the source area.

Requirements

Aircraft spotters should be on site in their zone at 0800 and spray aircraft may pre-stage to the site at 0830. Spray operations to commence approximately 0900.

DISPERSANT APPLICATION GUIDANCE FOR 12 MAY

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Spotters should recon area inbound and outbound for subsequent targets. Report new targets to Dispersant Group via base manager.

Notes: Changes to previous orders are underlined.

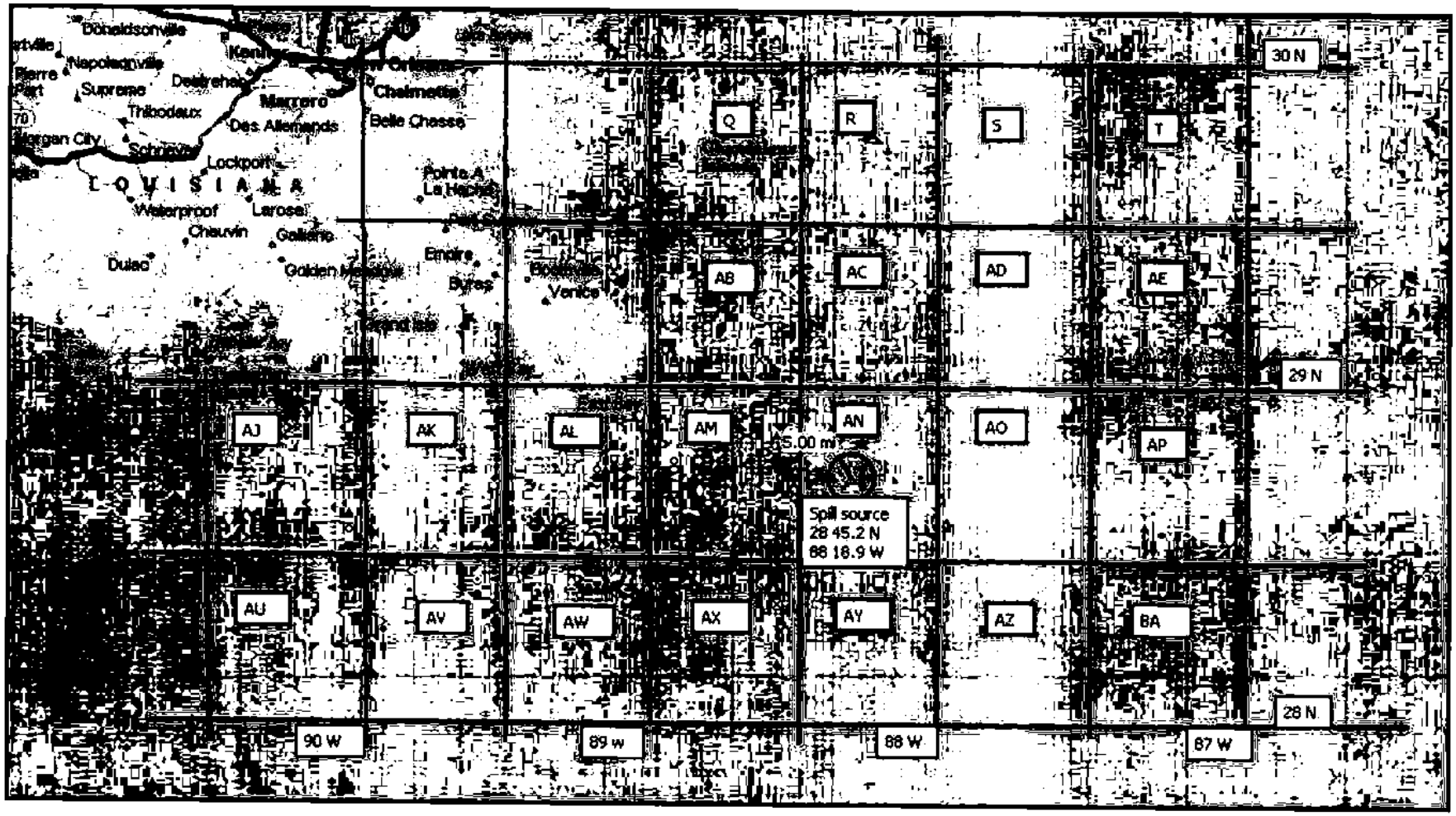
1. FOSC approval has been granted since 22 April for application of dispersants in pre-approved areas.
2. No dispersant spraying within the greater of **3 nm** offshore or depths less than **10 meters**.
3. No dispersant flying within **5 nm** of the spill source at surface:
   28 45.2 N 88 18.9 W
4. Remain **2 nm** from boats, platforms, and marine mammals.
5. Target black and brown oil as this is the freshest and most dispersible oil. Rate is 5 gallons per acre. Quality versus Quantity. Do not target Red/Pink emulsified oil.
6. Spotter aircraft remain on site up to 30 minutes to visually assess effects on dispersed area and document with photographs.
7. Report takeoff and landing times to assigned coordinators as they occur to the best of your abilities. Report areas sprayed Latitude/Longitude, time stated spraying, number of passes, and gallons applied.
8. Primary air to air communication frequency is now **126.4**. Secondary is **123.45**. Primary surface to air frequency is **122.9**. Secondary is **123.45**.
   a. Contact P3 aircraft "Omaha 99" for flight advisories.
   b. Also SMART vessels, Surveillance "Transport 950", "Seacor Lee" command vessel, and other Spotters.
9. Use discreet IFF codes as provided on separate correspondence. This removes need to file DVFR flight plans.
10. Houma ASI tasking: Provide spotter for boat spray alternate dispersant testing. M/V "Armstrong" to depart South Pass at 0800 and remain 3 to 30 nm from shore to conduct vessel spray operations. Coordination on 122.9 primary, Marine Channel 81a Secondary.
11. Stennis tasking Smart Mission 04 Warrior. M/V "Warrior" will arrive at intersection of zone AN and AY at 28 30 N 88 30 W to conduct SMART dispersant effectiveness tests in vicinity. Stennis Base send spotter (with marine radio) to arrive at 1130 to coordinate. Coordination on **122.9** primary; Marine Channel **81a** Secondary.

Primary emphasis is always on Safety: **Aviate, Navigate, Communicate**!

AFF Automatic Flight Following:

- Air Force North - https://www.aff.gov/afn/afnorth.kmz
- Civilian - https://www.aff.gov/cgi-bin/aff.dll

Aerial Dispersant Operations Divisions:



Dispersant Spray Assets

Aircraft Information –May 11, 2010						
Type	**Owner/ Operator**	**Tail #**	**Payload (gal)**	**Airport / Status**	**Purpose & Altitude**	**Comments**
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N98N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Aero COMDR	ASI	N38WA		Houma	Spotter	
Recon						
King Air	ASI	N275		Houma	Recon	
Helo	ASI	759P		Houma	Recon	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N71999D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	Plus 5 other crew members
C-130	Air Force	105	1,675	Stennis	Spray: 75'	
C-130	Air Force	106	1,675	Stennis	Spray: 75'	Cargo ops with spray capability
C-130	Air Force	107	1,750	Stennis	Spray: 75'	
AT-802		N9002K	800	Stennis	Spray: 50'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma – Standby	Spray: 75'	

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	**Dispersant Type (gallons)**		**Daily Totals**	**# Sorties**	**Acres Covered** (5 gal/acre application rate)	**Square Miles covered**
	9500	**9527**				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.56
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,320.8	3.7
26 April 2010	0	14,486	14,486	10	2,897.2	4.5
27 April 2010	11,191	15,887	27,078	5	5,415.6	8.5
28 April 2010	27,269	14,874	42,143	15	8,428.6	13.2
29 April 2010	36,913	4,000	40,913	13	8,182.6	12.8
30 April 2010	4,900	0	4,900	1	980.0	1.5
1 May 2010	3,550	8,103	11,653	4	2,330.6	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,854.6	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186.4	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
TOTALS	**267,640**	**208,317**	**475,957**	**177**	**95,191**	**148.86**

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 5/12/2010	TIME: 0530 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis)Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N	Longitude: 87.21 W N	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.

SPILL SITE WX:	WIND: SSE 11-27	CLG: UNL	VIS: 10 nm	SUNRISE: 0605	SUNSET: 1937

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS

PRIMARY VHF COM: 126.40 MHz	SECONDARY VHF COM: 123.45 MHz	EMERGENCY VHF COM: 121.5 MHz
PRIMARY VHF COM: Surface to Air 127.85 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz		
MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot:	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N98N	98N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: Dave Kunz Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: Capt Redman Co-pilot:	plus 5 other crew members
AT 802	N9002K	02K	Stennis	Spray 90'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	105	105	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	106	106	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	107	107	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aero CMDRA ASI	N547GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	N275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA		NOAA 46		Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

DAILY ACTIVITY SCHEDULE FOR __12 May_2010__ (Date)		Dispersant Group Staging Airport Supervisor (DGSAS):
TIME	ACTIVITY	
	Report to Airfield	All aircraft
	Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local
	Commence Flight Operations	0630 local
	Terminate Flight Operations	2000 local
	Pilot and Support Team Daily Debriefing on Operations	2030 local

DAILY OPERATIONAL BRIEFING AGENDA:

Safety Issues:	SAR flights beware of and check in onsite
Weather:	See Wilkins Wx and airport weather service
Communications Air and Ground:	Sat Comm and standard freq
Application Dosage and Pattern to be used:	5.0 gpa racetrack
Approach Information:	TBD
Oil Spill Location and Description:	TBD
Operational Procedures and Changes:	None at this time
Flight Schedule:	See schedule page 2

FUELING/FBO:

Contact Name: Tim Spoerl Stennis Airport acting as FBO

Contact Phone: (b) (6)

Business Hours Services: 0500 - 2000

After Hours Services:

DESIGNATED DISPERSANT LOADING AREA:

Location: ramp off the end of the runway

Contractor Name: Steve Henne MSRC in charge

Contractor Phone: (b) (6)

REPORTING REQUIREMENTS AND PROCEDURES*:

SatLoc Files:

Photographs and Videos:

Observation Logs:

* MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.

TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort

Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL & TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY ETA EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	79W	Spotter	6	0	2:50	0530/0811	0615	0810	0850/1143
1	C-130	N117TG	Spray	4	2885/9500	2:10	0620/0845	0640	0810	0830/1031
2	C-130	N4031.C	Spray	4	5002/9500	2:10	0625/0857	0645	0815	0835/1117
	Aztec	14183	Spotter	Spotter for vessel disp. Spray			0740	0815	0905	0950
~~3~~	~~BE-69~~	~~N93811~~	~~Spray~~	~~4~~	~~2000~~	~~2:15~~	~~0850~~	~~0900~~	~~0935~~	~~0945~~
~~4~~	~~DC-9~~	~~N6/700~~	~~Spray~~	~~4~~	~~1000~~	~~2:50~~	~~0724~~	~~0850~~	~~0945~~	~~0947~~
	BE90	98Y	Spotter	4	0	2:50	845			1219
5	C-130	105	Spray	4	1887/9500	2:30	0830/0925	0900	0930	1001/1138
	~~BE90~~	~~79W~~	~~Spotter~~	~~4~~	~~0~~	~~2:50~~	~~0920~~	~~0902~~	~~1017~~	~~1145~~
~~6~~	~~C-130~~	~~107~~	~~Spray~~	~~4~~	~~1750~~	~~2:30~~	~~0955~~	~~0915~~	~~0945~~	~~1015~~
	BE90	37H	Spotter	6	0	2:35	1033			1447
	BE90	39Q	Spotter	6	0	2:35	0955/1043	0925	1205	1240/1418
7	C-130	N117TG	Spray	4	3063/9500	2:30	1000/1123	1030	1200	1230/1327
8	C-130	N403LC	Spray	4	5000/9500	2:30	1005/1206	1035	1205	1235/1352
	Aero Cmdr	~~N547GA~~	~~Spotter~~	~~3~~	~~0~~	~~2:10~~	~~1125~~	~~1100~~	~~1230~~	~~1330~~
~~9~~	~~BE-69~~	~~N93811~~	~~Spray~~	~~4~~	~~2000~~	~~2:05~~	~~1200~~	~~1145~~	~~1220~~	~~1305~~
~~10~~	~~DC-9~~	~~N6/700~~	~~Spray~~	~~4~~	~~1000~~	~~2:50~~	~~1145~~	~~1210~~	~~1230~~	~~1600~~
	BE90	39Q	Spotter	4	0	2:50	1150/1043	1220	1345	1430/1418
11	C-130	105	Spray	4	1938/9500	2:30	1215/1218	1245	1320	1400/1435
	~~BE90~~	~~79W~~	~~Spotter~~	~~4~~	~~0~~	~~2:50~~	~~1140~~	~~1325~~	~~1345~~	~~1440~~
~~12~~	~~C-130~~	~~107~~	~~Spray~~	~~4~~	~~1750~~	~~2:30~~	~~1210~~	~~1247~~	~~1325~~	~~1600~~
	BE90	79W	Spotter	6	0	2:40	1355/1305	1425	1505	1540/1702
13	C-130	N117TG	Spray	4	3058/9500	2:30	1400/1308	1430	1505	1540/1550
14	C-130	N4031.C	Spray	4	5002/9500	2:30	1400/1447	1430	1505	1535/1620
	Aero Cmdr	~~N547GA~~	~~Spotter~~	~~6~~	~~0~~	~~2:20~~	~~1540~~	~~1405~~	~~1545~~	~~1730~~
~~15~~	~~BE-69~~	~~N93811~~	~~Spray~~	~~4~~	~~2000~~	~~2:05~~	~~1600~~	~~1605~~	~~1605~~	~~1735~~
~~16~~	~~DC-9~~	~~N6/700~~	~~Spray~~	~~4~~	~~1000~~	~~2:30~~	~~1505~~	~~1600~~	~~1640~~	~~1740~~
	BE90	37H	Spotter	6	0	1:55	1655/1533	1725	1810	1845/1900
17	C-130	N117TG	Spray	4	3012/9500	2:30	1700/1650	1730	1805	1835/1825
18	C-130	N403LC	Spray	4	5002/9500	2:40	1700/1712	1735	1810	1840/1842
	BE90	39Q	Spotter	4	0	2:50	1745/1539	1830	1907	2000/1856
19	C-130	105	Spray	4	1961/9500	2:30	1805/1540	1835	1905	1945/1715
	~~BE90~~	~~79W~~	~~Spotter~~	~~4~~	~~0~~	~~2:50~~	~~1950~~	~~1900~~	~~1905~~	~~2000~~
~~20~~	~~C-130~~	~~107~~	~~Spray~~	~~4~~	~~1950~~	~~2:30~~	~~1805~~	~~1835~~	~~1907~~	~~1935~~
	BE90	39Q	Spotter	4	0	2:50	1539			1856
21	C-130	106	Spray	4	1900/9500	2:30	1645			1800
			Combined SiteTotals		39,710	9500	9527			
					Stennis	39,710	0	39,710		
					Houma	0	0	0		

Flights in yellow were canceled.

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 5/13/2010	TIME: 0530 local	STAGING AIRPORTS: Stennis Int'l / Houma	AIRPORT ID: KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis)Tim Spoerl (b) (6) / (Houma) Mark Cochrane (b) (6)

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N	Longitude: 87.21 W N	Size: 40 mi radius
GEOGRAPHICAL REFERENCE:	112 nm SSE Stennis Airport		

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
EXIT POINT:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.
HOLDING AREA:	Latitude: See OPS Chart N	Longitude: See OPS Chart W	Altitude See OPS Chart ft.

SPILL SITE WX:	WIND: SE 10-26	CLG: UNL	VIS: 10 nm	SUNRISE: 0605	SUNSET: 1937

(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS			
	PRIMARY VHF COM: 126.40 MHz	SECONDARY VHF COM: 123.45 MHz	EMERGENCY VHF COM: 121.5 MHz
	PRIMARY VHF COM: Surface to Air 122.9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz		
	MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot:	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N98N	98N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: Dave Kunz Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: Capt Redman Co-pilot:	plus 5 other crew members
AT 802	N9002K	02K	Stennis	Spray 50'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	105	105	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	106	106	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	107	107	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aero CMDRA ASI	N547GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	N275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA		NOAA 46		Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

DAILY ACTIVITY SCHEDULE FOR __13 May_2010__ (Date)		Dispersant Group Staging Airport Supervisor (DGSAS):
TIME	ACTIVITY	
	Report to Airfield	All aircraft
	Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local
	Commence Flight Operations	0630 local
	Terminate Flight Operations	2000 local
	Pilot and Support Team Daily Debriefing on Operations	2030 local

DAILY OPERATIONAL BRIEFING AGENDA:

Safety Issues:	SAR flights beware of and check in onsite
Weather:	See Wilkins Wx and airport weather service
Communications Air and Ground:	Sat Comm and standard freq
Application Dosage and Pattern to be used:	5.0 gpa racetrack
Approach Information:	TBD
Oil Spill Location and Description:	TBD
Operational Procedures and Changes:	None at this time
Flight Schedule:	See schedule page 2

FUELING/FBO:

Contact Name: Tim Spoerl Stennis Airport acting as FBO

Contact Phone: (b) (6)

Business Hours Services: 0500 - 2000

After Hours Services:

DESIGNATED DISPERSANT LOADING AREA:

Location: ramp off the end of the runway

Contractor Name: Steve Henne MSRC in charge

Contractor Phone: (b) (6)

REPORTING REQUIREMENTS AND PROCEDURES*:

SatLoc Files:

Photographs and Videos:

Observation Logs:

* MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.

TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort

Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD (#/Hrs:Min)	PAYLOAD GAL & TYPE	TOTAL FLT TIME	DPT TIME EST/ACT	ENTRY ETA EST/ACT	EXIT ETA EST/ACT	RETURN ETA EST/ACT
	BE90	79W	Spotter	6	0	2:50	0530	0615	0810	0850
1	C-130	N117TG	Spray	4	3000	2:10	0620	0640	0810	0830
2	C-130	N403LC	Spray	4	5000	2:10	0625	0645	0815	0835
	Aero Cmdr	N547GA	Spotter	5	0	2:10	0740	0815	0905	0950
3	BT-67	N932H	Spray	4	2000	2:15	0720	0820	0835	0935
4	DC-3	N64766	Spray	4	1000	2:30	0724	0824	0845	0945
	BE90	41J	Spotter	4	0	2:50	0815	0900	1015	1135
5	C-130	105	Spray	4	1900	2:30	0830	0900	0930	1001
	BE90	98N	Spotter	4	0	2:50	0820	0902	1017	1145
6	C-130	107	Spray	4	1900	2:30	0845	0915	0945	1015
	BE90	39Q	Spotter	6	0	2:35	0955	0925	1205	1240
7	C-130	N117TG	Spray	4	3000	2:30	1000	1030	1200	1230
8	C-130	N403LC	Spray	4	5000	2:30	1005	1035	1205	1235
	Aero Cmdr	N547GA	Spotter	5	0	2:10	1125	1205	1250	1335
9	BT-67	N932H	Spray	4	2000	2:05	1100	1205	1220	1305
10	DC-3	N64766	Spray	4	1000	2:30	1105	1110	1230	1330
	BE90	N7199D	Spotter	4	0	2:50	1150	1220	1345	1430
11	C-130	105	Spray	4	1900	2:30	1215	1245	1320	1400
	BE90	79W	Spotter	4	0	2:50	1140	1222	1345	1410
12	C-130	107	Spray	4	1900	2:30	1218	1247	1325	1355
	BE90	N7198Y	Spotter	6	0	2:40	1355	1425	1505	1540
13	C-130	N117TG	Spray	4	3000	2:30	1400	1430	1505	1540
14	C-130	N403LC	Spray	4	5000	2:30	1400	1430	1505	1535
	Aero Cmdr	N547GA	Spotter	5	0	2:20	1510	1605	1645	1730
15	BT-67	N932H	Spray	4	2000	2:25	1500	1605	1625	1725
16	DC-3	N64766	Spray	4	1000	2:30	1505	1605	1640	1740
	BE90	39Q	Spotter	6	0	1:55	1655	1725	1810	1845
17	C-130	N117TG	Spray	4	3000	2:30	1700	1730	1805	1835
18	C-130	N403LC	Spray	4	5000	2:40	1700	1735	1810	1840
	BE90	98N	Spotter	4	0	2:50	1745	1830	1907	2000
19	C-130	105	Spray	4	1900	2:30	1805	1835	1905	1945
	BE90	79W	Spotter	4	0	2:50	1750	1830	1907	2030
20	C-130	107	Spray	4	1900	2:30	1807	1835	1907	1937
			Combined Site Totals		[redacted]	9500	9527			
					Stennis					
					Hoquiam					

Aerial Dispersant Ops
Spotter Debrief Form

Date

Pilot/Copilot

Spotter Aircraft #

Take off | Land

Zone (s)

Weather on scene

Spray Aircraft #
Payload # fm schedule

Spray commence time
Spray end time
Zone
Gen'l location (circle)
NW NE
Center
SW SE

# of spray runs

Photos? Y/N

Spotter Evaluation

Spray Aircraft #
Payload # fm schedule

Spray commence time
Spray end time
Zone
Gen'l location
NW NE
SE SW
Center

# of spray runs

Photos? Y/N

Spotter Evaluation

Signature

Aerial Dispersant Ops
Spotter Debrief Form

Date

Pilot/Copilot

Spotter Aircraft #

Take off | Land

Zone (s)

Weather on scene

Spray Aircraft #
Payload # fm schedule

Spray commence time
Spray end time
Zone
Gen'l location (circle)
NW NE
Center
SW SE

# of spray runs

Photos? Y/N

Spotter Evaluation

Spray Aircraft #
Payload # fm schedule

Spray commence time
Spray end time
Zone
Gen'l location
NW NE
SE SW
Center

# of spray runs

Photos? Y/N

Spotter Evaluation

Signature

Vessel Mounted Spray Ops Technical Sheet

Objective

The ability to apply neat chemical dispersants to smaller, isolated patches of oil closer to shore, has been identified as part of the tactical action plan. The high degree of manoeuvrability offered by small vessels in comparison to large scale aerial application systems facilitates accurate targeting of slicks and better control of application rates. However these benefits have to be balanced with slower transit times and lower dispersant payloads. The spray systems at the disposal of the Operations Division Dispersants Group are designed to be fitted to vessels of opportunity and this document will attempt to identify the key parameters when selecting vessels for conducting boat spray operations.

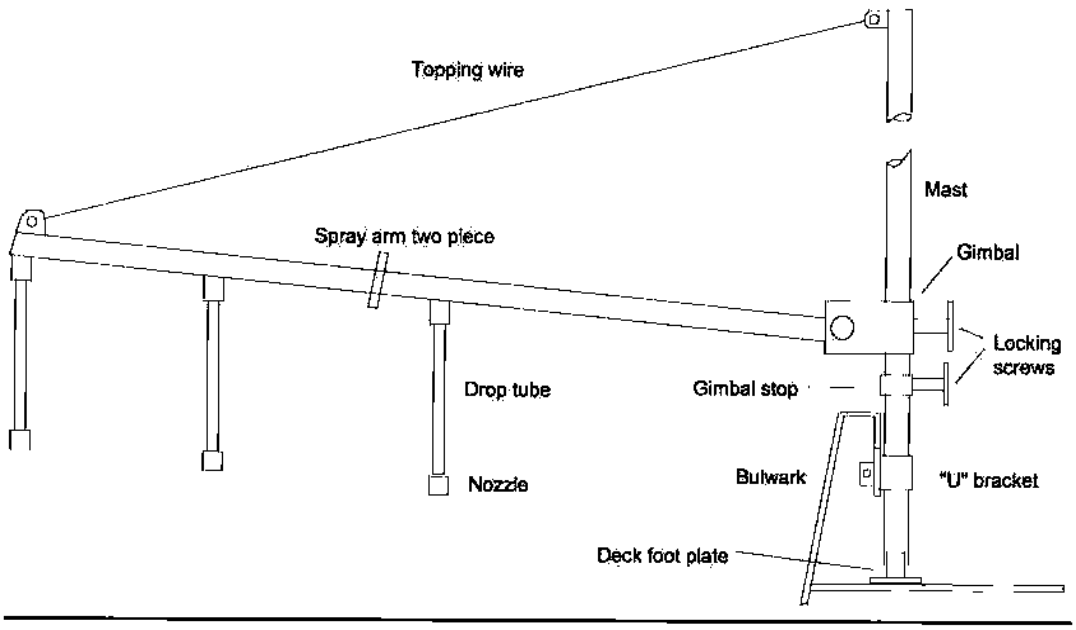
Outline

Due to the large coverage area of the MC 252 spill, the ability to be able to operate over a long range from the staging base would be beneficial. In addition the function to be able to operate in more confined waters or no-fly zones, such as areas of high oil platform density, will be advantageous. For this purpose the ideal vessel specifications below have been broken in to these two separate operating zones;

Offshore	**Near shore** (1/2 mile pending approval)
• Large, clear working deck (minimum 60ft x 20ft)to store sufficient dispersant stock for prolonged operational periods	• Adequate working space to safely store a minimum of 2 tote tanks, spray pump & booms (approx 20ft x 12ft)
• Potential to fix spray booms at the forecastle (bow)	• Spray booms to be bow mounted.
• Minimal bow freeboard (max 10ft) in order to minimise the effect of wind drift. The use of drop tubes can help to minimise this effect.	• Reduced draught for shallow water transits.
• If possible sleeping quarters onboard will support prolonged operations without the need to return to port.	• Adequate shelter / welfare facilities on board for all day operations

Once suitable vessels have been identified and requested, installation of the spray system should be supervised by a trained operative to ensure correct positioning and fitting. Prior to any untrained crews leaving port a detailed safety brief, in accordance with BP's dispersant safety document, & basic training in the operation of the system should be given. Copies of all relevant MSDS shall be made available to crews. On a daily basis objectives should be set.

Spray Boom Fixing Schematic



For best spraying results it is best to mount the spray arms as near to the bow as possible, this allows for better mixing of the dispersant through the bow wave. Drop height from nozzle end to sea surface should between three - nine (3-9) feet, this will maximise the effectiveness of the dispersant. For freeboards in excess of nine feet the use of drop tubes is recommended.

Pre- Spray Summary

- Vessels to be audited for suitability, including potential for correct spray boom positioning.
- Training to be given to vessel crews by qualified staff prior to leaving port.
- MSDS and correct levels of PPE to be made available to spray crews (splash goggles, chemical resistant gloves, polycoated Tyvek suit, non skid rubber boots).

Spray Operations

- Records of quantities of dispersant sprayed, position and visual evaluation to be kept.
- Once fitted spray systems to be calibration tested with water to confirm nozzle flow rate.
- Desired dosage rate and corresponding vessel speed, as prescribed in operating manual to be strictly observed. Particular attention to be paid to avoiding excessive bow wave and deflecting oil away from the spray.

- Boat spray operations to be co-ordinated with SMART team monitoring activities. Communication with aerial spotter aircraft to be conducted on air band radios channel 122.9.
- Future requirements for forward planning purposes to be kept and communicated to ICP
- Logistics chain and transfer systems for replenishing dispersant to be in place.

Aerial Dispersant's Group Organization – Houma CP
May12, 2010

Position	Agency
Aerial Dispersants Group Supervisor (1) • Charlie Huber (John Joeckel relief)	Orleans → C. A Huber, Inc.
Dispersant Group Deputy Supervisor (2) • Ken Schacht (Jeff Jappe relief MSRC) • Mike Gass (Dave Garner relief CCA)	 MSRC/ C. A Huber, Inc. Clean Caribbean Cooperative
Air Operations and Chartering Documentation (7) o Ken Schacht (Jeff Jappe relief) – Stennis Aviation Liaison o Mike Gass (Dave Garner relief) – Houma Aviation Liaison o Maj. Mark Brejdenbaugh USAF Aviation Liaison o Lt. Col Dan Sarachene USAF Aviation Liaison o Ed Rosenberg - AT-802	 MSRC Clean Caribbean Cooperative USAF USAF C. A Huber, Inc. → Vervision, Inc
Boat Spray and Boat Sampling Coordinator o Marcus Russell	 [illegible]
Plotting / Tracking the Spray o John Lacaze	 [illegible]
Aviation Consultant and Air Operations (1) o Rich Landrum (Vern Albert relief)	 C. A Huber, Inc. →AirWing, Inc.
Report Preparation and Analysis (1) o Debbie Schotz (Don Costanzo relief)	C. A Huber, Inc. →SEA Consulting Inc
Stockpile Operations and Logistics (2) o John Daigle o Ed Rosenberg	 MSRC C. A. Huber, Inc. →Vervision
Stockpile Evaluation / Testing / Dispersant Impact (7) o Randy Belore o Marie BenKinney o John Brown o Tom Coolbaugh o Alexis Steen o Ken Trudel o Ann Hayward Walker	 Swift → SL Ross Exponent Exponent ExxonMobil ExxonMobil Swift → SL Ross C. A Huber, Inc. → SEA Consulting

REMOTE BASES

Position	Agency
Stennis Air Base – Kiln, MS (102 personnel)	
• Don Toenshoff – Base Manager (2) Brenda Wedge (admin)	MSRC
○ Tim Spoerl – Base Coordinator (13 MSRC personnel onsite)	MSRC
○ Linda Whitman (12)	Clean Caribbean Cooperative
○ Erik Demicco (Skip Przelomski relief)	Clean Caribbean Cooperative
○ Jason Heyn – GIS MapSTAR SME (1)	MSRC→Heynsight
○ Billy Grantham (8 IAR personnel onsite)	MSRC → IAR
○ Skip Przelomski	Clean Caribbean Cooperative
○ T.K. Rosolina (26 Dynamic Personnel onsite)	MSRC → Dynamic Aviation
○ Major Tancer USAF (40 USAFR onsite)	USAF
Houma Air Base – Houma, LA (25 personnel)	
• Howard Barker – Base Manager	ASI, Inc.
○ Brad Barker – Base Coordinator	ASI, Inc
○ Mark Cochrane – Staging Manager	OBrien's
• Scotty Meador – AT -802 Base Manager	NRC - Lane Aviation
AT-802 Crew (2)	NRC – Lane Aviation

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

July 1, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command had two (2) spotter visual reports on 1 July from aircraft out of Stennis Base and these spotters were able to identify oil slicks that were estimated to require over 20,000 gallons of dispersant. Because of weather conditions, Houma Base was able to launch only one reconnaissance flight which returned to base shortly due to deteriorating weather.

Weather will again be an issue tomorrow, but significantly improved from the past few days. The Friday forecast calls for flying conditions that will have showers, winds of 6-12 knots from the SE-ESE, maximum significant wave height 4 feet, ceilings of 17,000 feet or less, visibility of 6 nm with a 20%-30% chance of rain.

The NOAA Surface Oil Forecast for July 2nd shows extensive areas of heavy and medium oil (Attachment 2) that are or may adversely impact the shoreline, including sensitive wetlands.

Houma Unified Command anticipates that due to the weather, if oil slicks are identified, the most viable means of response will be the use of dispersants to reduce the risk of oil land fall especially with the continuation of southerly and easterly winds.

Prior to spray operations tomorrow morning, the spotter aircraft will identify the high value targeted slicks and we will prepare a report of the location and dispersant volumes needed for application as soon as practicable tomorrow. It is anticipated that the thunderstorm pattern that has existed in the previous couple of days will moderate, although the continued presence of rain showers may continue to make it difficult to execute reconnaissance or dispersant spray missions.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: Today there were limited air surveillance operations and the only two reconnaissance flights observed dispersible oil slicks in Zone AC as shown in See Table 1.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The weather is moderating and the forecast wind wave heights for tomorrow averaging 2 feet, with significant wave height averaging 4 feet and maximum wave height averaging 6.8 feet.

Source Skimming Assets:	All vessels in port
Non-Source Skimming Assets:	All vessels in port
ISB Assets:	All vessels in port

- Consequently, source and non-source skimming vessels as well as ISB will not be in action tomorrow.
- Today, all offshore recovery assets (skimmers, etc.) are ***in port or at anchor due to inclement weather*** and ISB operations did not take place.
- It is planned to conduct Tier 1 helicopter SMART over flights to observe dispersant operations tomorrow should they be conducted.
- M/V *International Peace* is currently in port waiting on better seas and weather. It is not anticipated that she will get underway and on station until later in the day Friday at the earliest, weather permitting.
- QA/QC SMART Team 2 June 27th report (Attachment 4).
- No burn box is shown at this time, since the ISB fleet will be in port tomorrow.
- Forecast sea state through Sunday showing skimming and ISB limitations is provided as Attachment 5.
- ***ALL RESPONSE OPERATIONS MAY BE CANCELED DUE TO WEATHER TOMORROW***

It should be noted, that due to the adverse weather, there has been no skimming, ISB or dispersant activities for the past three (3) days. Skimming and ISB operations are not scheduled for tomorrow. With the anticipation of the weather moderating over the next couple of days, it is anticipated that significant quantities of dispersible oil will be observed and there will be flying weather conducive for air operations.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A on dispersible oil slicks based on the morning reconnaissance flights. As aerial dispersant presents the primary mechanism for spill response, we have mobilized the reconnaissance and deployment resources and request an initial ~~15,000~~ 20,000 gallons for early opportunistic targets. This will be coupled with further reconnaissance and target identification. If further targets are identified, a subsequent request will be issued later in the day.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

(b) (6)

Date: 7-2-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 2 July 2010 with Oil Targets from Spotter Operations on 1 July

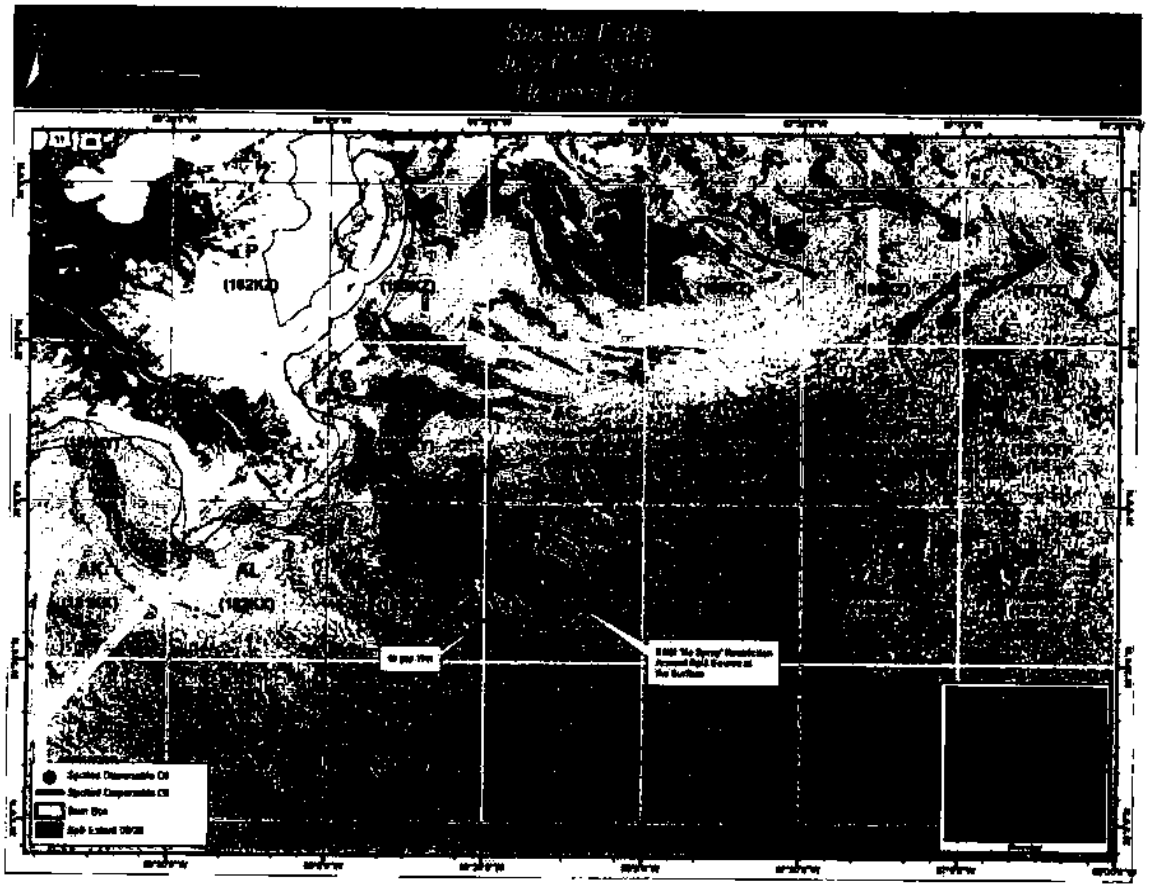


TABLE 1 Dispersible Oil Report July 1, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AC	2	4,224	95%	20,064
Dispersant Approved: 20,000 gallons - Sprayed Today The requested amount for 7/2/10 will be based on tomorrow mornings reconnaissance with an initial request for 15,000 g as it is expected with 4 days of no response operations there will be considerable surface oil.				17,852

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 2

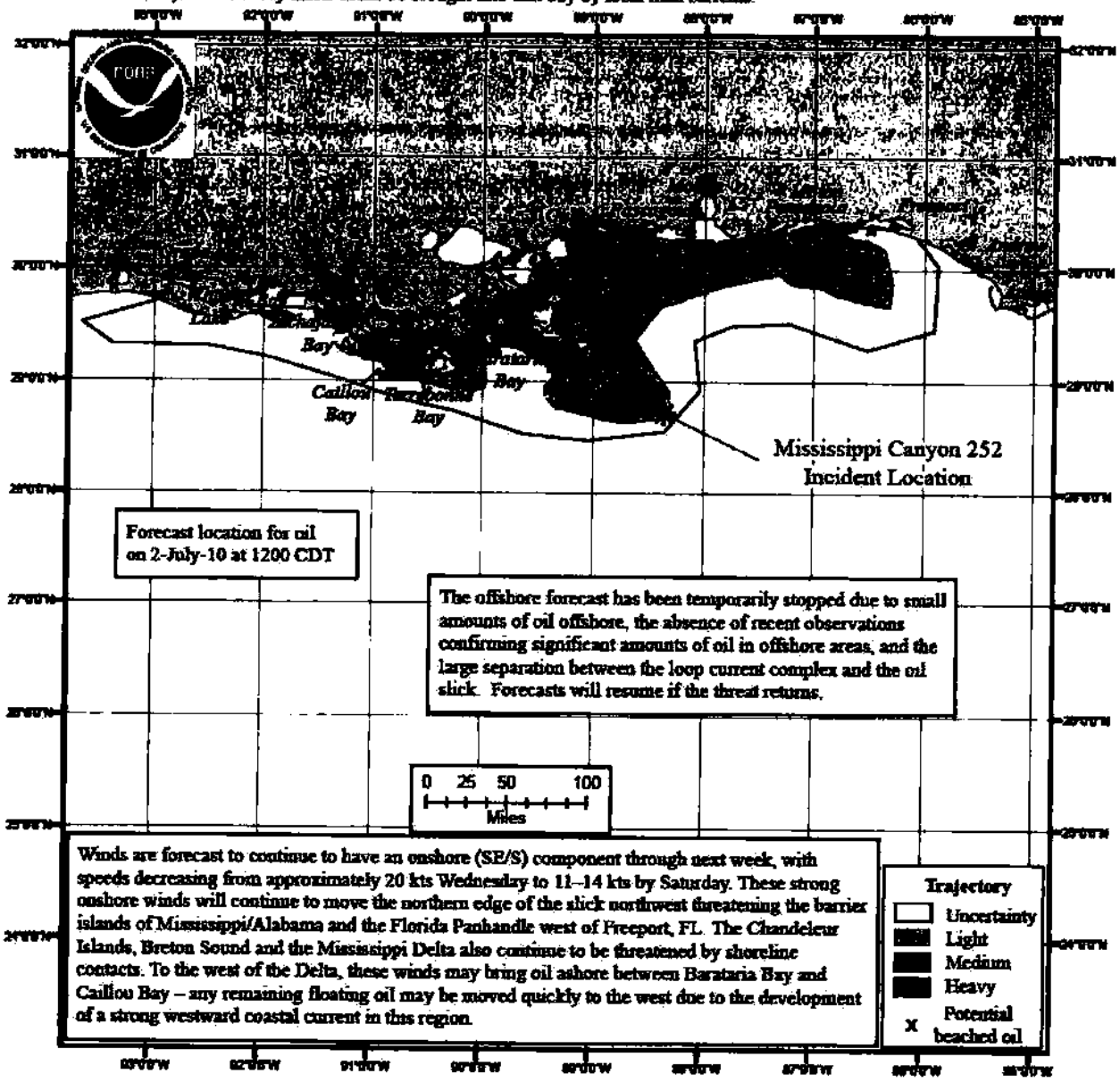
Nearshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/OR&R

Nearshore

Estimate for: 1200 CDT, Friday, 7/02/10
Date Prepared: 2100 CDT, Wednesday, 6/30/10

This forecast is based on the NWS spot forecast from Wednesday, June 30 PM. Currents were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USF, TGLO/TAMU, NAVO/NRL) and HFR measurements. The model was initialized from Tuesday-Wednesday satellite imagery analysis (NOAA/NESDIS) and Wednesday overflight observations. The leading edge may contain tarballs that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.



this scale bar shows the meaning of the distribution terms at the current time

Next Forecast:
July 1st PM

Attachment 3

Vessel Status Board

All Vessels Are Currently In Port Due To Inclement Weather And The Anticipation Is That Skimming Capacity Will Remain In Port Tomorrow

Attachment 4

QA / QC Report for 6/27/10

Deepwater Horizon Incident – Houma Incident Command Center

SMART Tier 1 Data Quality Assessment and Review

SMART Tier 1 data consists of observations summarized in an Activity Log (Unit Log ICS 214-CG) and pre- and post-application photographs and associated photo log of dispersant spray operations. This form documents the results of a preliminary quality assessment review of these documents.

Smart Air Team #: 2 Date: 6/27/2010

Operational Period: 20100627 0700 to 20100627 1506

Data Review (Check documents that were reviewed)

☑ Unit Log – ICS 214-CG

☑ Photographs (How many reviewed? 9)

☑ Photo Log

☐ Dispersant Observation Reporting Form 30 – not included in package

Assessment (Check appropriate box(s))

☑ Concur with SMART observer findings (reasonableness of findings)

☐ Issues of note from data review. Briefly describe.

dispersion along edges of the oil patch, with 'café-au-lait' color change

☑ Dispersant is effective based on review of Activity Log, photographs, and photo log.

☐ Results inconclusive with respect to dispersant effectiveness.

☐ Other. Briefly describe.

noticeable changes to oil patch

Reviewed by Dispersant Assessment Group Member (Print name, sign, and date)

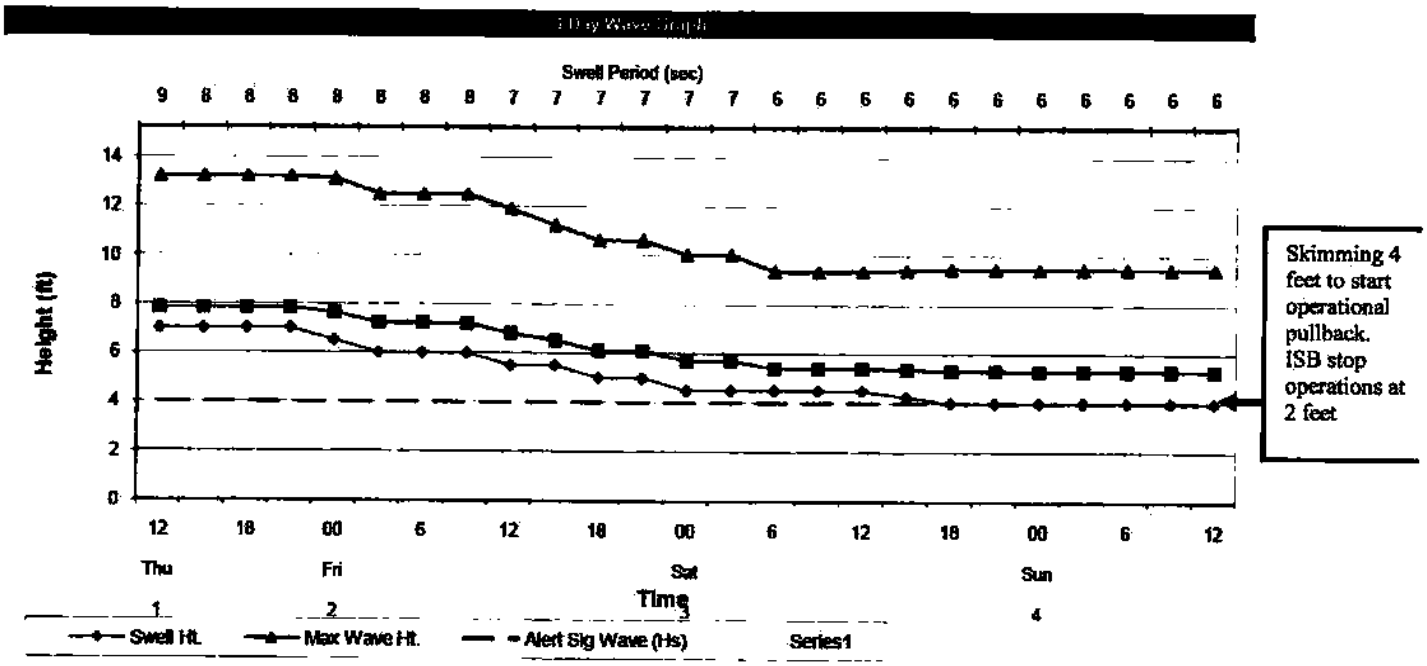
Name: Mark Benkiney Signature: (b) (6) Date: 6/30/10

Reviewed by NOAA SSC (Print name, sign, and date)

Name: JAY ROBSTEIN Signature (b) (6) Date: 6/30/10

Template Updated 20100619

Attachment 5



James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

July 2, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command had 6 spotter visual reports on 2 July from aircraft out of both Stennis and Houma Bases. These spotters were able to identify oil slicks that were estimated to require 65,000 gallons of dispersant. Today aerial dispersant operations applied the 10,000 gallons that was initially approved and another 10,000 gallons that was approved approved by FOSC. Actual applied yesterday was 12,737 gals.

Weather will be a significant issue tomorrow. The Saturday forecast calls for flying conditions that may preclude aerial spraying with rain and thundershowers, winds of 20-28 knots from the N-NE-ENE, significant wave height over 7.5 feet, ceilings of 500 feet or less, visibility of 2 nm with a 80% chance of rain.

The NOAA Surface Oil Forecast for July 3rd shows extensive areas of heavy and medium oil (Attachment 2) that are or may adversely impact the shoreline, including sensitive wetlands.

Houma Unified Command anticipates that due to the weather, if oil slicks are identified, the most viable means of response will be the use of dispersants to reduce the risk of oil land fall, since tomorrow will be the 5th straight day of no skimming or ISB activities taking place.

Prior to spray operations tomorrow morning, the spotter aircraft will identify the high value targeted slicks and we will prepare a report of the location and dispersant volumes needed for application as soon as practicable tomorrow. It is anticipated that the forecasted weather pattern consisting of low ceilings and rain/thunderstorms will make it difficult to execute reconnaissance or dispersant spray missions.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: Today there were several air reconnaissance flights observing dispersible oil slicks in Zone AC & AM as shown Table 1.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The weather is forecast to exceed the capability to skim and conduct ISB operations.

Source Skimming Assets:	All vessels in port
Non-Source Skimming Assets:	All vessels in port
ISB Assets:	All vessels in port
A Whale	Operating offshore for testing of system

- Consequently, source and non-source skimming vessels as well as ISB will not be in action tomorrow.
- Today, all offshore recovery assets (skimmers, etc.) are ***in port or at anchor due to inclement weather*** and ISB operations did not take place.
- It is planned to conduct Tier 1 helicopter SMART over flights to observe dispersant operations tomorrow should they be conducted and if weather permits helicopter operations.
- M/V *International Peace* is currently in port waiting on better seas and weather. It is not anticipated that she will be operating tomorrow due to continued adverse weather conditions. No SMART Tier 2 or Tier 3 monitoring will be conducted.
- No SMART Team Tier 1 flights were conducted on June 30; therefore, no QA/QC reports are attached.
- No burn box is shown at this time, since the ISB fleet will be in port tomorrow.
- The A Whale operating box is shown.
- Forecast sea state through Sunday showing skimming and ISB limitations is provided as Attachment 5.
- ***ALL RESPONSE OPERATIONS MAY BE CANCELED DUE TO WEATHER TOMORROW***

It should be noted, that due to the adverse weather, there has been no skimming, ISB or dispersant activities for the past five (5) days. Skimming and ISB operations are not scheduled for tomorrow. It is anticipated that significant quantities of dispersible oil will be observed, if flight operations are conducted.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on dispersible oil slicks located today as shown in Table 1 not to exceed ~~60,000~~ 20,000 gallons for a period not to exceed 12 hours. As aerial dispersant is the primary response tool for tomorrow, we have mobilized the reconnaissance and deployment resources and request an initial 10,000 gallons for early opportunistic targets. This will be coupled with further reconnaissance and target identification. A subsequent request will be forwarded later in the day based on the full set of spotter reports.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

(b) (6)

James A. Watson
Rear Admiral, USCG

Date: 7-3-10

Attachment 1

Federal On-Scene Coordinator

Dispersant Zone Map for 3 July 2010 with Oil Targets from Spotter Operations on 2 July

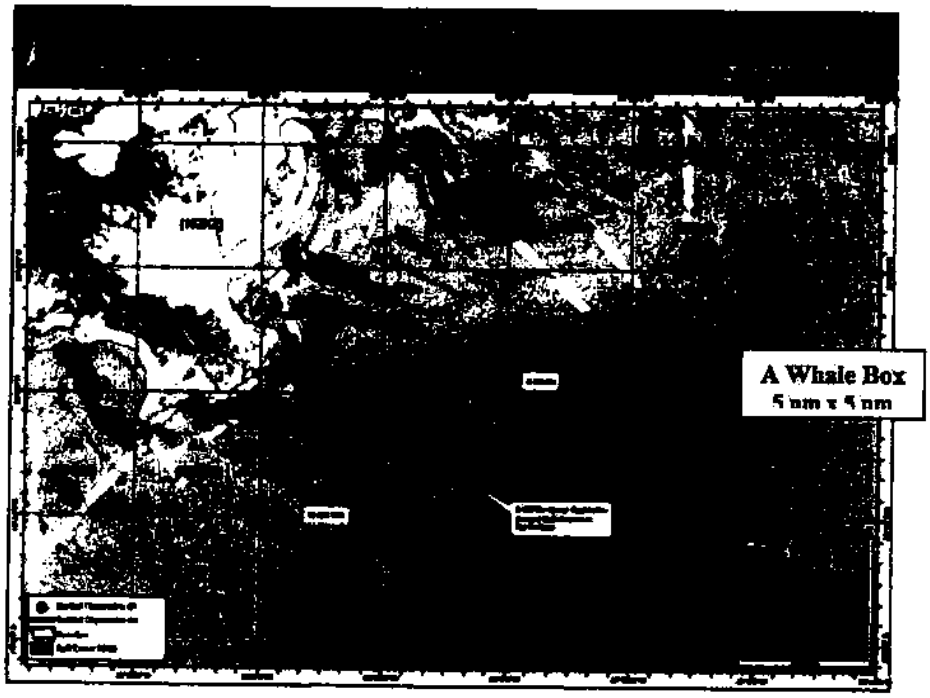


TABLE 1* Dispersible Oil Report July 2, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed** (1/20 DOR)
AC	1	20,480	25	25,600
AC	1	24,320	10	12,160
AM	1	141,000	5	35,250
Q	1	Found not suitably responsive to dispersant application		---
				73,010
Dispersant Sprayed Today The requested amount for 7/3/10 will be based on tomorrow mornings recomaissance with an initial request for 10,000 gals.				12,737
Estimated Dispersant Needed 7/03/2010				60,273

***Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.**

****Note: Dispersant needed is based upon area in acres x % dispersible oil x 5 gallons per acre**

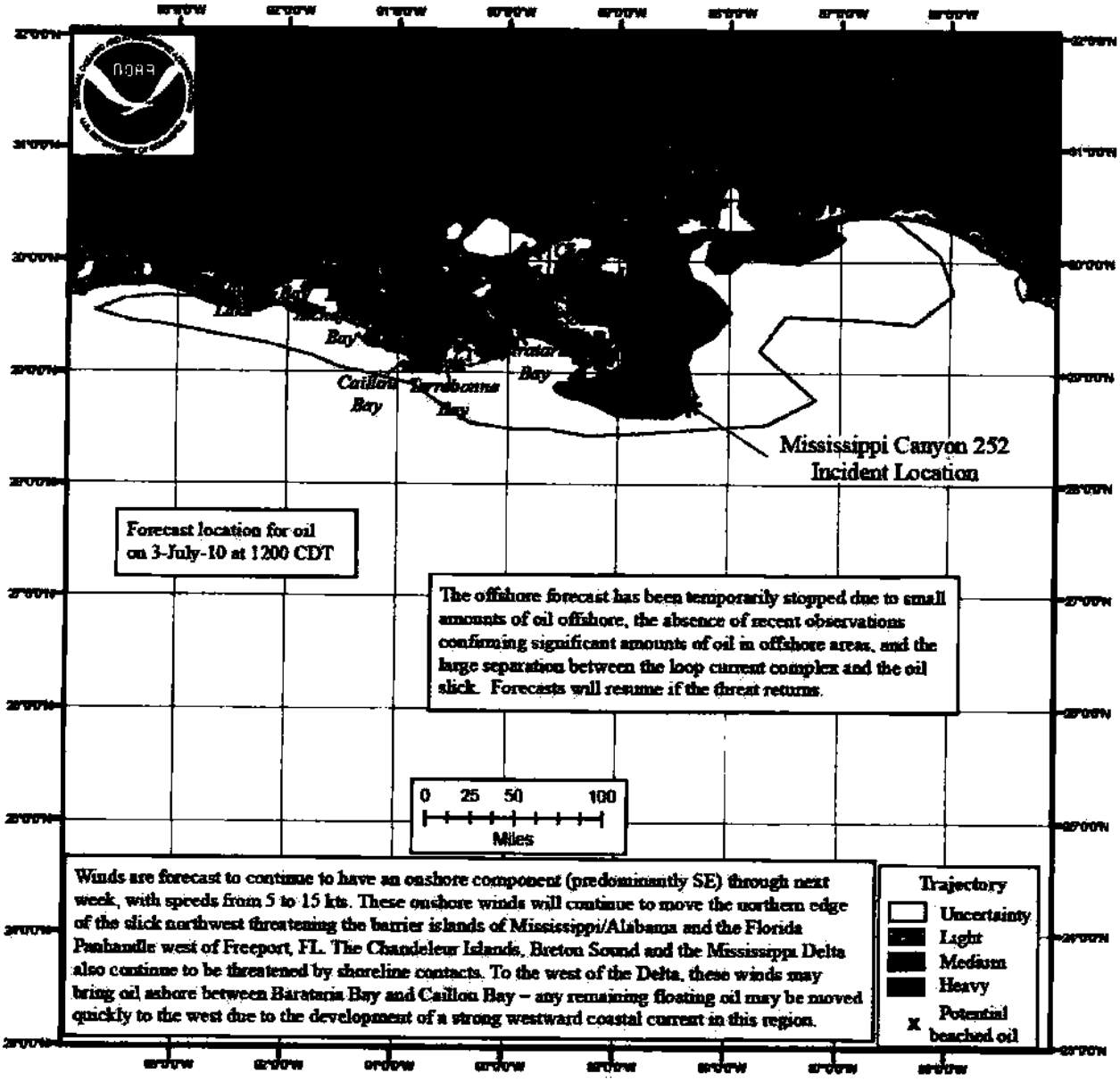
Attachment 2

Nearshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/OR&R **Nearshore**

Estimate for: 1200 CDT, Saturday, 7/03/10
Date Prepared: 2100 CDT, Thursday, 7/01/10

This forecast is based on the NWS spot forecast from Thursday, July 1 PM. Currents were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USF, TGLO/TAMU, NAVO/NRL) and HFR measurements. The model was initialized from Wednesday-Thursday satellite imagery analysis (NOAA/NESDIS). The leading edge may contain tarballs that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.



this scale bar shows the meaning of the distribution terms at the current time

Next Forecast: July 2nd PM

Attachment 3

Vessel Status Board

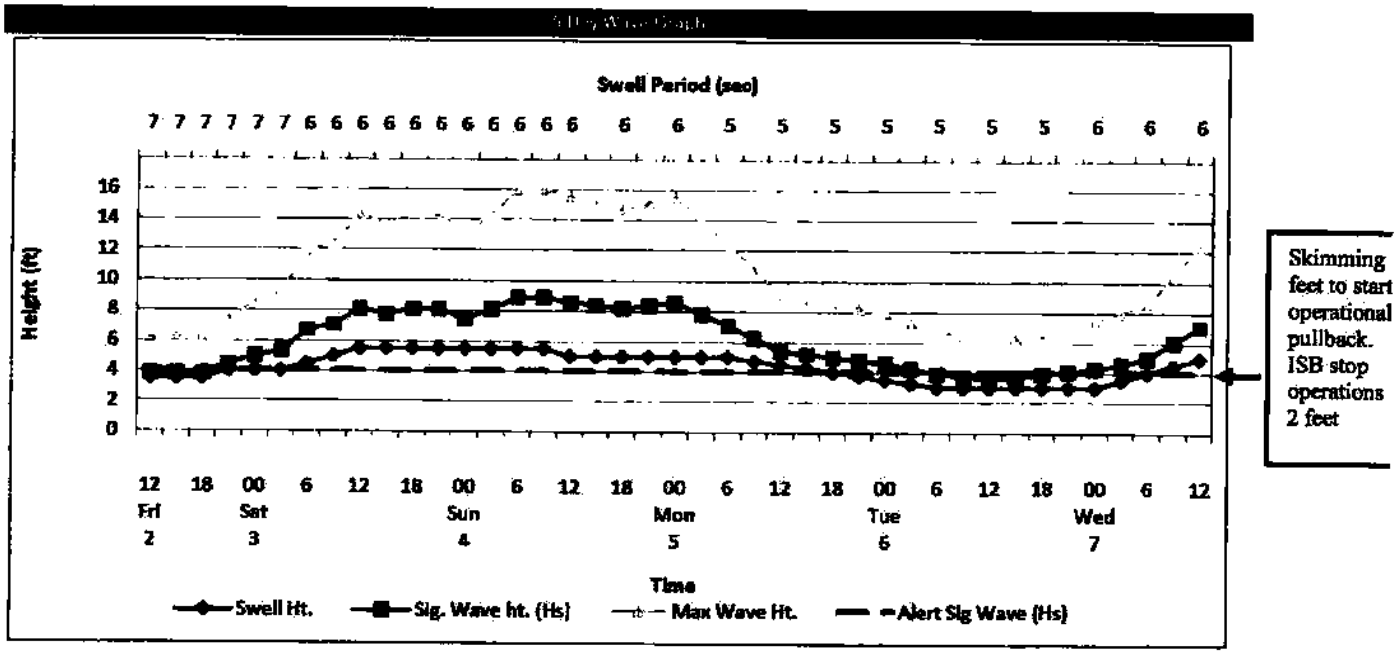
All Vessels Are Currently In Port Due To Inclement Weather And The Anticipation Is That Skimming Capacity Will Remain In Port Tomorrow

Attachment 4

QA / QC Reports

No spraying, No SMART Flights and No Reports on June 30th.

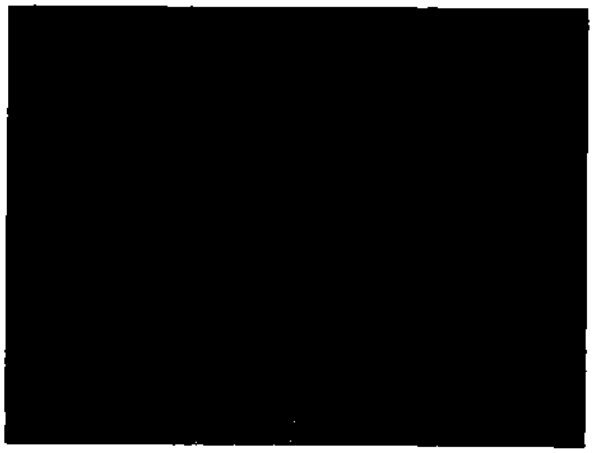
Attachment 5



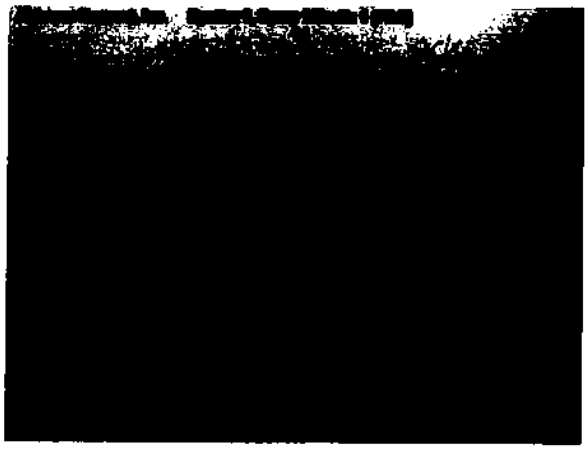
Maximum Wave Height is defined as the average of the highest .1% of all waves

PHOTOGRAPHS

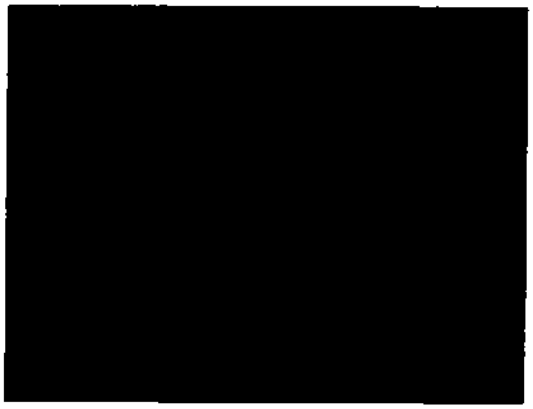
Zone AC (8 nm x 4 nm)



Zone AM (20 nm x 11 nm)



Zone AC (8 nm x 4 nm)



Zone AM (20 nm x 11 nm)

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

July 3, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command had nine (9) spotter visual reports on 3 July from aircraft out of both Stennis and Houma Bases. These spotters were able to identify oil slicks, however, in the opinion of the spotters and the Aerial Dispersant Group, these oil slicks were not of sufficient thickness to warrant aerial dispersant application. Today's aerial dispersant operations did not apply the 10,000 gallons that was initially approved by the FOSC; therefore, no additional amounts of dispersants were requested.

Weather will be a significant issue tomorrow for both surface and air operations. The Sunday forecast calls for flying conditions that may negatively impact both aerial spraying and reconnaissance flights. The forecast calls for an 80% probability of rain/thunderstorms, winds of 17-29 knots out of the E-ESE, wind waves averaging over 6 feet, significant wave height over 7 feet, with maximum wave height averaging 13.5 feet, ceilings of 500 feet or less and visibility of 4-7 nm.

The NOAA Surface Oil Forecast for July 4th shows extensive areas of heavy and medium oil (Attachment 2) that are or may adversely impact the shoreline, including sensitive wetlands.

Houma Unified Command anticipates that due to the weather, if oil slicks are identified, the most viable means of response will be the use of dispersants to reduce the risk of oil land fall, since tomorrow will be the 6th straight day of no skimming or ISB activities taking place.

Prior to spray operations tomorrow morning, the spotter aircraft will identify the high value targeted slicks and we will prepare a report of the location and dispersant volumes needed for application as soon as practicable tomorrow. It is anticipated that the forecasted weather pattern will consist of low ceilings and rain/thunderstorms which will make it difficult to execute reconnaissance or dispersant spray missions.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: Today air reconnaissance flights observed oil but none of the slicks were in our opinion of sufficient thickness to warrant expenditure of dispersant, therefore no dispersant was applied on the observed slicks. Please note that we have added Attachment 6 which is a spotter report describing and depicting the typical oil structure that has been observed today.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The weather is forecast to exceed the capability to skim and conduct ISB operations.

Source Skimming Assets:	2 vessels offshore not skimming, other assets in port
Non-Source Skimming Assets:	All vessels in port
ISB Assets:	All vessels in port
A Whale	Operating offshore for testing of system.

Note: With the A Whale offshore there is the potential for conflicts in both surface skimming, burning and aerial dispersant operating areas.

- Consequently, source and non-source skimming vessels as well as ISB will not be in action tomorrow.
- Today, most offshore recovery assets (skimmers, etc.) are ***in port or at anchor due to inclement weather*** and ISB operations did not take place.
- It is planned to conduct Tier 1 helicopter SMART over flights to observe dispersant operations tomorrow should they be conducted and if weather permits helicopter operations.
- M/V *International Peace* is currently in port waiting on better seas and weather. It is not anticipated that she will be operating tomorrow due to continued adverse weather conditions. No SMART Tier 2 or Tier 3 monitoring will be conducted.
- SMART Team Tier 1 flights on July 1 were unable to go offshore due to weather; therefore, no QA/QC reports are attached.
- No burn box is shown at this time, since the ISB fleet will be in port tomorrow.
- The A Whale operating box is shown and is subject to change.
- Forecast sea state through Sunday showing skimming and ISB limitations is provided as Attachment 5.
- ***ALL RESPONSE OPERATIONS MAY BE CANCELED DUE TO WEATHER TOMORROW***

It should be noted, that as of today, due to the adverse weather, there has been no skimming, ISB or dispersant activities for the past five (5) days. Skimming and ISB operations are not scheduled for tomorrow.

In accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A. As aerial dispersant is the primary response tool for tomorrow, we have mobilized the reconnaissance and deployment resources and request an initial 10,000 gallons for early opportunistic targets. This will be coupled with further reconnaissance and target identification tomorrow morning. A subsequent request will be forwarded later in the day based on the full set of spotter reports.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

(b) (6)

Date: 7/4/10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 3 July 2010 with Oil Targets from Spotter Operations on 2 July

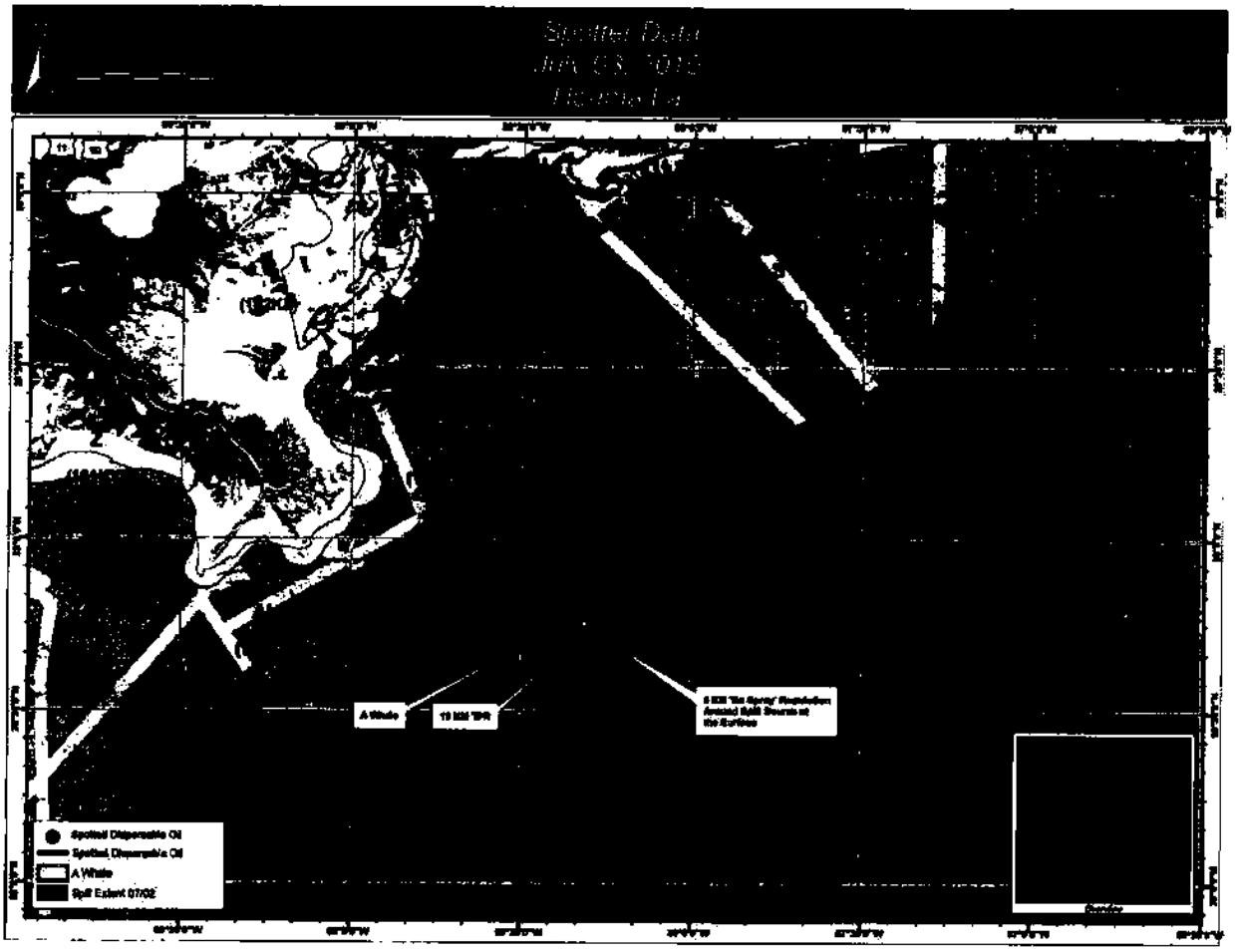


TABLE 1* Dispersible Oil Report July 3, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed** (1/20 DOR)
			Minimal Dispersible Oil Observed	
Dispersant Sprayed Today 0 Gallons The requested amount for 7/4/10 will be based on tomorrow mornings reconnaissance An initial request for 10,000 gals. is being made Estimated Dispersant Needed 7/04/2010				

***Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.**

****Note: Dispersant needed is based upon area in acres x % dispersible oil x 5 gallons per acre**

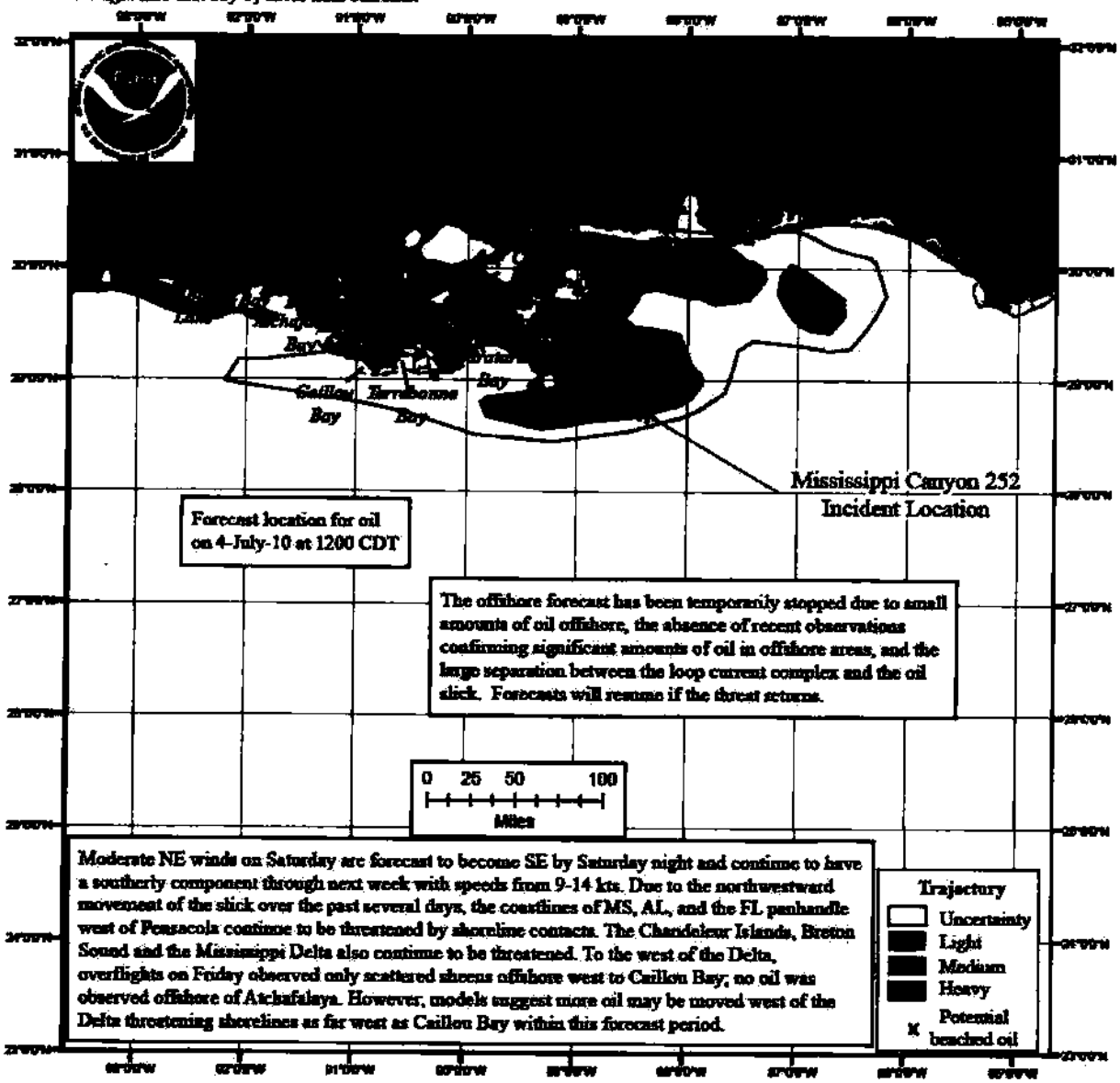
Attachment 2

Nearshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/OR&R **Nearshore**

Estimate for: 1200 CDT, Sunday, 7/04/10
Date Prepared: 2100 CDT, Friday, 7/02/10

This forecast is based on the NWS spot forecast from Friday, July 2 PM. Currents were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USF, TGLO/TAMU, NAVO/NRL) and HFR measurements. The model was initialized from Friday satellite imagery analysis (NOAA/NESDIS) and overflights. The leading edge may contain tarballs that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.



this scale bar shows the meaning of the distribution terms at the current time

Next Forecast: July 3rd PM

Attachment 3

Vessel Status Board

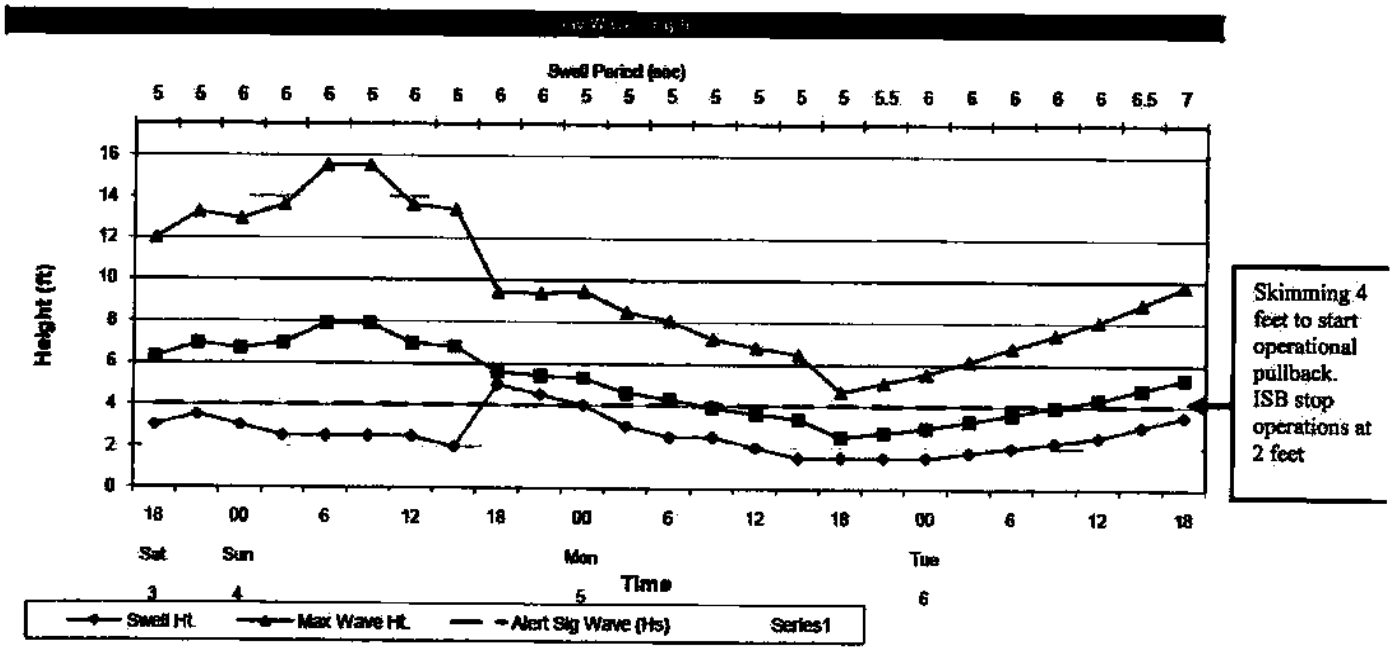
All Vessels Are Currently In Port Due To Inclement Weather And The Anticipation Is That Skimming Capacity Will Remain In Port Tomorrow

Attachment 4

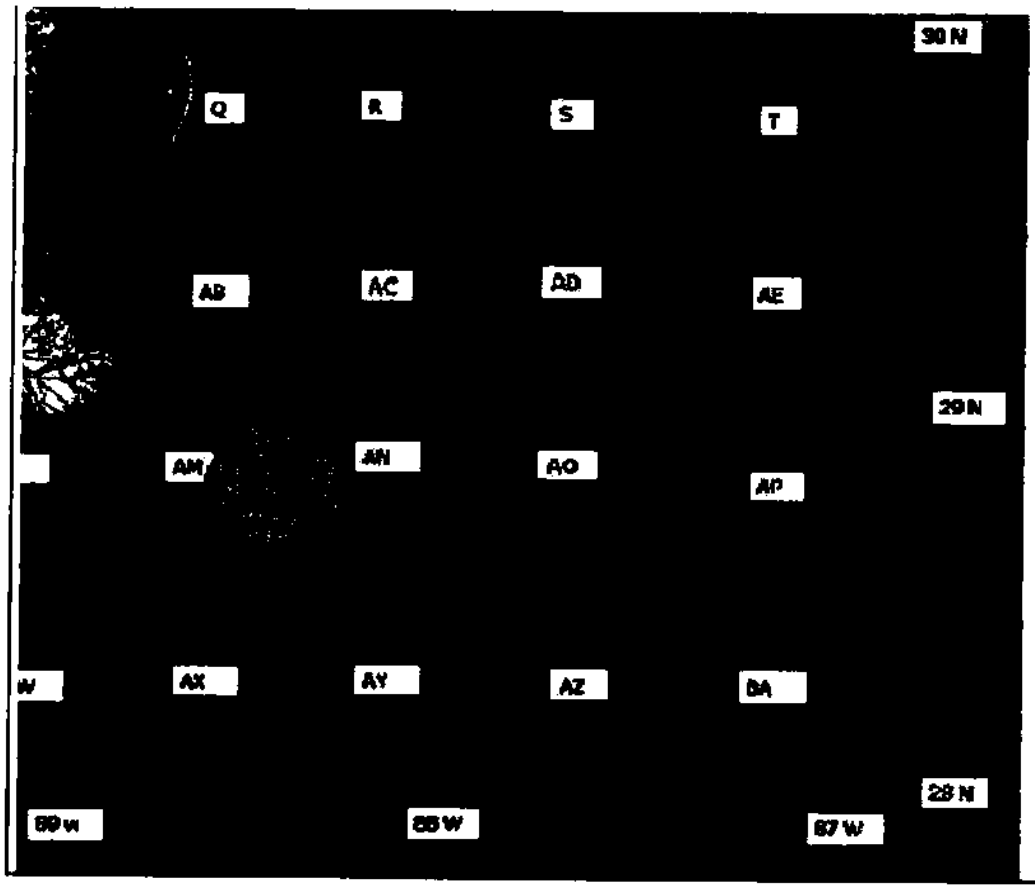
QA / QC Reports

Weather prevented SMART Flights on July 1st.

Attachment 5



Attachment 6



Date: 03JUL10

Time: 0630/0900
(start/end)

Flight #: 1

Zones Observed: AM

Large area of sheen located between coordinated on map.

Narrow embedded streamers of reddish emulsified oil north to south along the eastern border of the sheen. Very few streamers of reddish brown oil. Streamers are unorganized. Within the coordinates given, Metallic Sheen coverage 95% Visible water (no sheen) 4% Non-dispersible oil 1%

[redacted]

Emusified oil patties in Zone AL Not dispersible

bp

Douglas J. Suttles
Chief Operating Officer

BP Exploration & Production Inc.
501 WestLake Park Boulevard
Houston, TX 77079
(b) (6)

July 5, 2010

Rear Admiral James A. Watson
Federal On-Scene Coordinator
United States Coast Guard

Weekly Source Control Surface Dispersant Plan
(July 8 through July 14, 2010)

Dear Admiral Watson,

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") submitted a weekly Source Control Surface Dispersant Plan for the week July 1 to July 7, which you approved on June 30. The plan allowed for a maximum daily application volume (calendar day) of 6,000 gallons, unless more was required to control VOCs. From July 1 through July 5, the average daily volume applied was ~487 gallons. The maximum daily application was 1,473 gallons on July 2.
The current offshore air monitoring plan for source control (2200-T2-DO-PN-4002-4 signed May 25, 2010) identifies air monitoring instrumentation, location and action levels to respond to VOC excursions. In addition, vapor suppression guidelines (attachment 1) were put in place May 29, 2010 to provide additional granularity for action requirements. The air monitoring data is transparent to USCG and EPA.

BP respectfully requests approval of the Weekly Source Control Dispersant Plan for July 8 though July 14, as follows

Date	Expected Maximum Volume per calendar day (gals)
July 8	6000
July 9	6000
July 10	6000
July 11	6000
July 12	6000
July 13	6000
July 14	6000

Should VOC monitoring dictate further deployment in accordance with the Air Monitoring Plan for Source Control, BP also respectfully requests to exceed these volumes as required.

Sincerely,

(b) (6)

Douglas J. Suttles

THE EXPECTED MAXIMUM APPLICATION OF DISPERSANT OF 6,000 GALLONS PER DAY WILL SERVE TO MITIGATE EXPECTED VOC EXCURSIONS ASSOCIATED WITH CAPPING ACTIVITIES PURSUANT TO REDUCING THE FLOW FROM THE WELL OVER A SEVERAL DAY PROCESS

(b) (6)

Approval granted subject to the above:

(b) (6)

Date: 7/7/2010

Rear Admiral ~~James A. Watson~~ ROY A. NASH
Federal On-Scene Coordinator
United States Coast Guard

Attachment 1
Vapor Suppression Guidelines
May 29, 2010

These guidelines pertain to deployment and use of dispersant vessels and fire fighting vessels in Source Control Operations. The guidance provides additional detail around action levels specified in the Offshore Air Monitoring Plan for Source Control (2200-T2-DO-PN-4002-4). In addition, this guidance aligns with Dispersant Procedures for Vessels Adriatic and HOS Super H (2200-T2-LC-RP-4091) and Fire Fighting Vessels Operating (Priorities and Procedures (2200-T2-DO-PR-4057).

All vessels experiencing VOC levels exceeding 50PPM are directed to report it to Source Control SimOps Branch Director. Application of dispersant should be coordinated through the Source Control SimOps Branch Director.

Recommended actions for VOC management:

- VOC levels of 20 to 70ppm
  - Use Rem Forza and Kay Marine 5 vessels for wide spray water pattern to suppress and redirect vapors

- VOC over 70ppm
  - Notify Source Control SimOps Branch Director to coordinate dispersant use
  - Use HOS Super H and Adriatic as primary dispersant vessels
  - Use Rem Forza and Kay Marine 5 vessels to apply dispersant when wide spray water pattern is not effective

Addendum to Weekly Source Control Surface Dispersant Plan
(July 8 through July 14, 2010)

The approval of the referenced surface dispersant plan granted on July 7, 2010 is amended as follows:

The maximum 6,000 gallon daily surface dispersant application rate is only authorized during active well-cap replacement operations. The expected maximum application of dispersant of 6,000 gallons per day during the top cap removal procedures will mitigate expected VOC excursions associated with capping activities pursuant to reducing the increased flow from the well over this several day process.

Thanks to the diligent efforts of all involved parties, the daily surface dispersant application rate to control VOCs has been reduced to under 200 gallons over the past two weeks. Prior to commencing the well-cap replacement operation and once it is completed the maximum daily surface dispersant application rate is not expected to exceed 3,000 gallons daily unless a spike in VOC monitoring dictate further deployment.

(b) (6)

Date: 7/8/2010

Rear Admiral Roy A. Nash
Deputy, Federal On-Scene Coordinator
United States Coast Guard

bp

Douglas J. Suttles
Chief Operating Officer

BP Exploration & Production Inc.
501 WestLake Park Boulevard
Houston, TX 77079
(b) (6)

July 6, 2010

Rear Admiral James A. Watson
Federal On-Site Coordinator
United States Coast Guard

Re: Source Control Subsea Dispersant Forward Plan

Dear Admiral Watson,

This letter is in response to your request that BP Exploration & Production Inc. ("BP") provide a high-level description of its plans going forward with regard to the use of dispersants. Specifically, you asked that we describe BP's planned dispersant use after the improvements to the containment system by the implementation of the Helix producer concept.

BP is moving forward with the installation of the Free Standing Riser 1 system that BP projects will have the capacity to contain an additional 20 - 25 MMBOPD from the MC252 well (the "Well") to the Helix Producer. The current weather conditions make the timing for the start-up of the Helix Producer system uncertain. The earliest projected date for the start-up is July 7, 2010, with it being more likely that the date will be around July 10, 2010. BP anticipates it will take approximately 5 days after the start-up of the Helix Producer system for it to stabilize to the point that we will know how effective it will be at containing the flow from the Well.

As a general principle, (under all conditions the use of subsea dispersant will be held under the 15,000 gallon limit in accordance with the May 26, 2010, Dispersants Monitoring and Assessment Directive) the more effective the Helix Producer system is in containing the flow from the Well, the less subsea dispersant it will be used. If the addition of the Helix Producer system virtually eliminates the escape of oil into the sea, BP will be able to suspend the application of subsea dispersant altogether. However, under this circumstance, BP believes it is critical that we maintain the capability to apply subsea dispersant to meet unforeseen contingencies such as weather disruptions or equipment failures.

If there is still flow from the Well escaping into the sea after installation of the Helix Producer system at a significantly reduced rate, BP will continue to apply subsea dispersant at a proportionately reduced rate. The attached table updates our 6 June 2010 document entitled GoM Drilling, Completions and Interventions- MC252: Guidance on Subsea Dispersants Application OPS Note #3 based on the monitoring and performance data that has been collected. For safety reasons, in accordance with current practices, BP plans to maintain the ability to apply surface dispersant capability as required for prompt VOC control in the case of operational difficulty.

Please let me know if there is any additional information we can provide regarding BP's planned dispersant use.

(b) (6)

Douglas O. Suttles

Approval granted subject to the above:

(b) (6)

Jim Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Date: 7-11-10

Attachment 1

- Assume flow rate of 53,000 bbls/day
- Calculate oil escaping by subtracting oil captured by containment system from 53,000 bbls/day
- Apply dispersant at dispersant to oil ratio of 1:75
- Line shows not to exceed 15,000 gallons

Estimated Volume of Oil Captured by Containment Systems (000s barrels per day)	Target EC9500A Subsea Dispersant Application Rate (gallons per minute)[1]
Total Containment	0
> 45	3
40 to 45	4
35 to 40	6
30 to 35	8
25 to 30	10

[1]Averaged over 24-hour period

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

July 7, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Command had eleven (11) spotter/recon flights on 7 July from aircraft out of both Stennis and Houma Base.

Oil slicks were observed but mostly sheen. One small 400 acre slick with dispersible oil located in Zone AN with estimates of up to 50% dispersible oil was located and targeted. Since the dispersible oil calculation required approximately 1,000 gallons of dispersant, Zone AN was switched from Stennis and given to Houma to apply with a more appropriately sized aircraft the BT-67. SMART 1 did observe the spray mission today and they were pleased with the data/observations.

Weather may again be a factor tomorrow for skimming and ISB operations. Both skimming and ISB activities will attempt to recommence recovery/response operations as the weather and sea states continue to rapidly moderate. Most skimming and ISB resources will be transiting back out to the site tomorrow and some resources may not have a full day of daylight operations due to their transit back to operational areas.

The Thursday forecast calls for 10% precipitation, winds of 11-15 knots out of the SE-ESE, wind waves of 3 feet, significant wave height of approximately 5 feet, with maximum wave heights less than 8.5 feet, unlimited ceilings and visibility of 12-15 nm.

The NOAA Surface Oil Forecast for July 8th shows extensive areas of heavy and medium oil (Attachment 2) that are or may adversely impact the shoreline, including sensitive wetlands.

Houma Unified Command continues to anticipate the most viable means of response will be the use of dispersants to reduce the risk of shoreline impact. The heavy weather and significant sea state over the past week enhanced the natural dispersion of the oil and also made it very difficult for spotter aircraft to see surface oil. Aerial Dispersants believes that with the moderating sea state, surface oil may become more visible than it has been for the past week as well as the reduction in the natural wave generated dispersion activity which will require mechanical/burn/dispersant removal actions versus natural dispersion.

Prior to spray operations tomorrow morning, the recon/spotter aircraft will identify the high value targeted slicks and we will prepare a report of the location and dispersant volumes needed for application as soon as practicable.

Pursuant to a request this date from Unified Command, the following information is provided.

1-Estimated size of identified dispersible oil slick targets proposed in designated zones: Today air reconnaissance flights observed dispersible oil located in Zone AN. The relatively small slick was approximately 400 acres with estimates of up to 50% dispersible oil.

2-Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The significant wave height is forecasted to exceed maximums to conduct ISB & could adversely impact

skimming operations. The weather forecast should be extremely suitable for dispersant operations so aerial dispersants may be the most effective and viable response tool.

- **Skimming units:** Transiting to operating areas- Recommencement of skimming operations
- **ISB Assets:** Transiting to operating areas- Recommencement of burn operations
- **A Whale:** Operating offshore for testing of system.

3-Today, offshore recovery assets, skimmers, etc. were in port due to adverse weather and it is anticipated that these vessels will recommence skimming operations sometime during tomorrows daylight hours. ISB operations did not take place today and they are anticipated to attempt to recommence burn operations tomorrow late in the day.

4-It is planned to conduct Tier 1 helicopter SMART over flights to observe dispersant operations tomorrow should they be conducted and if weather permits helicopter operations.

5-M/V *International Peace* is currently in port waiting on better seas and weather. It is anticipated that she will be operating tomorrow. No SMART Tier 2 or Tier 3 monitoring will be conducted.

6-SMART Team Tier 1 QA/QC checklists are not available due to no spraying activities having taken place where SMART 1 was involved.

7-The A Whale is subject to the 2 NM no spray criteria.

8-Forecast sea state through Friday showing skimming and ISB limitations is provided as Attachment 5.

9-***ALL AERIAL DISPERSANT RESPONSE OPERATIONS MAY BE CANCELED DUE TO WEATHER TOMORROW***

In accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A. As aerial dispersant is the primary response tool for tomorrow, we have mobilized the reconnaissance and deployment resources and request an initial 10,000 gallons for early opportunistic targets. This will be coupled with further reconnaissance and target identification tomorrow morning. A subsequent request will be forwarded later in the day based on the full set of spotter reports.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

(b) (6) Date: 7-8-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator (FOSC)

Attachment 1

Dispersant Zone Map for 7 July 2010 with Oil Targets from Spotter Operations on 6 July

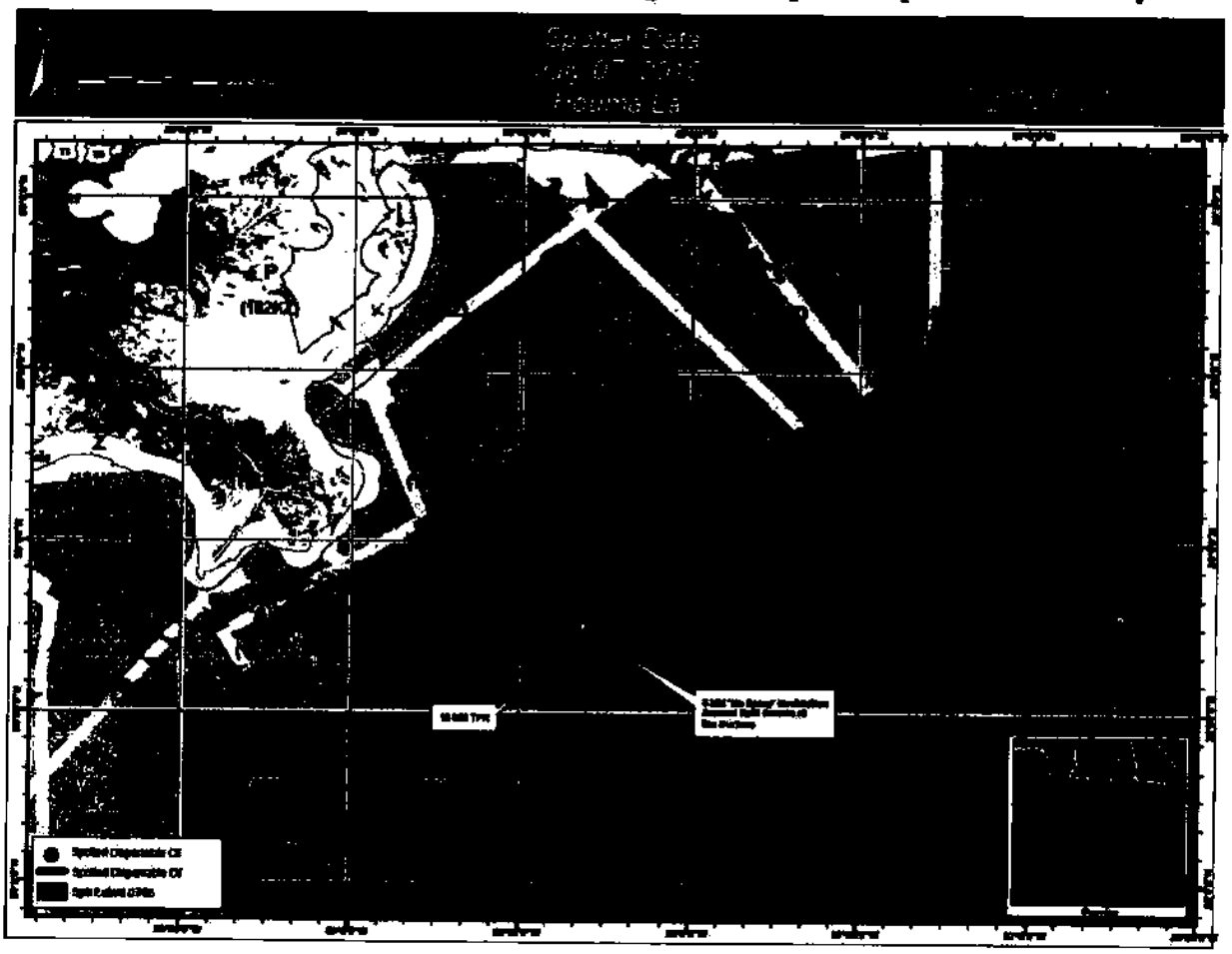


TABLE 1* Dispersible Oil Report July 7, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed** (1/20 DOR)
AN	1	400	50%	1,000 gallons
				1,000 gallons
Dispersants were Sprayed Today- 1,000 Gallons The requested amount for 7/8/10 will be based on tomorrow mornings reconnaissance An initial request for 10,000 gals. is being made due to the anticipation of finding dispersible oil requiring that amount of dispersants. Estimated Dispersant Needed 7/8/2010 based upon full morning spotter reports				

***Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.**

****Note: <u>Dispersant needed is based upon area in acres x % dispersible oil x 5 gallons per acre</u>**

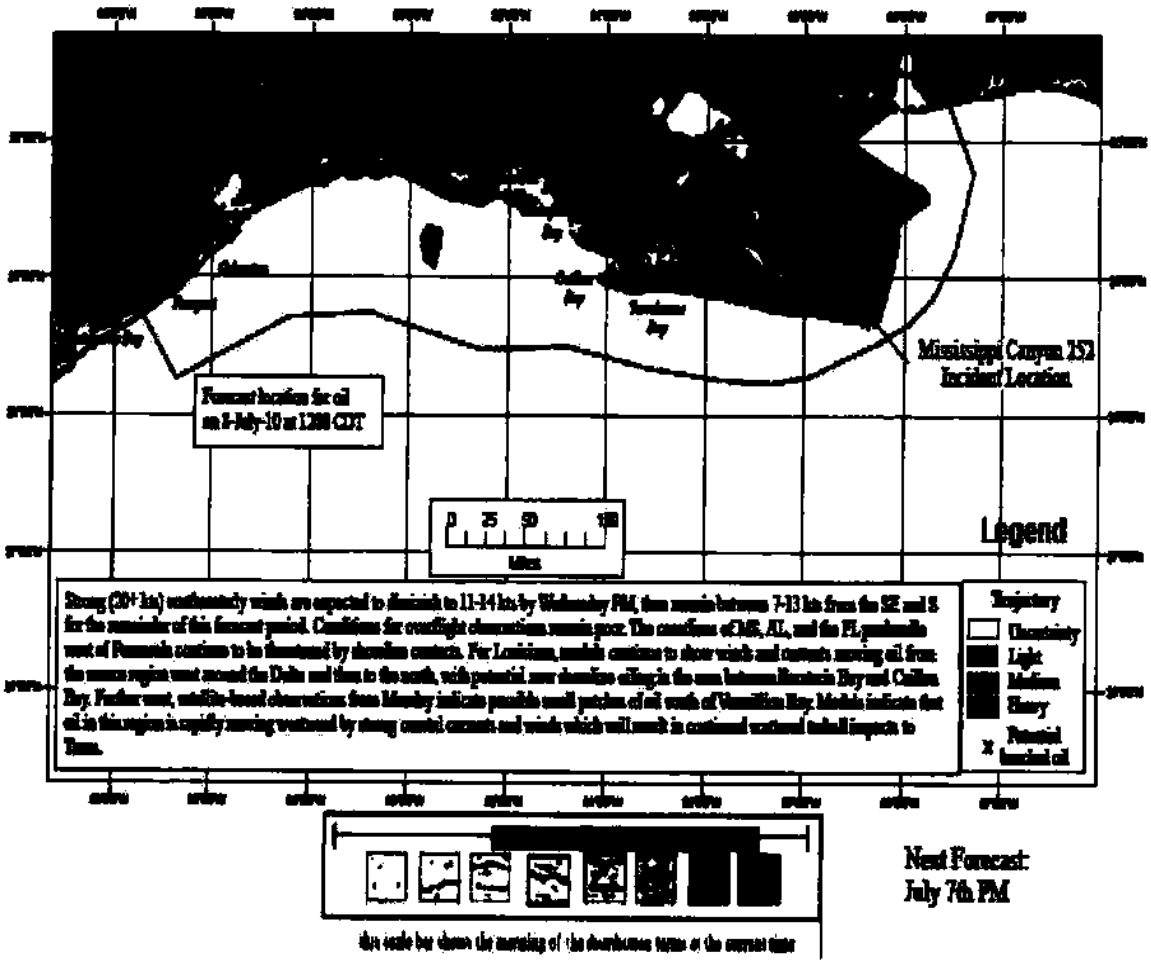
Attachment 2

Nearshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/OR&R **Nearshore**

Estimate for: 1200 CDT, Thursday, 7/08/10
Date Prepared: 2100 CDT, Tuesday, 7/06/10

This forecast is based on the NWS spot forecast from Tuesday, July 6 PM. Currents were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USF, TGLO/TAMU, NRL/ONR) and HFR measurements. The model was initialized from Sunday-Tuesday satellite imagery analysis (NOAA/NESDIS) and Tuesday overflights. The leading edge may contain islands that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.



Attachment 3

Vessel Status Board

DEEPWATER HORIZON Date/Time **July 6, 2010** OTUL BBLS Skimmed: 0
OFFSHORE NON-SOURCE SKIMMING GROUP 1

		TOTAL	SKIMMING	OFFLOADING	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered
SKIMMERS		12	0		1	1	1	
TANK VESSELS		4	N/A				2	
VESSELS OTHER		1	N/A					
WORKBOATS		6	N/A	N/A				

		ON SCENE WEATHER	COMMENTS: Skimming vessels are on standby/anchorage until weather conditions permit for safe skimming operations.
WIND		SE 10-15KT	
WAVE		4 - 6'	
SWELL			

Kind/Type	Skimmer Type	Skimming Vessel	Assignment	Status	Location	ETA	Notes
CG VOSS	RV1/Weir	Orleans	Gulfmark	Standby	N/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS		Charles M. Collette		Standby	N/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Odyssa Guest	NRC	Standby	N/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Odyssa Mariner	NRC	Standby	N/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Mike Magan	NRC	Standby	Moored Venice		
CG VOSS	RV1/Weir	Sir Lancelot	NRC	Standby	Head of Passes Anchorage, MS		Moored
CG VOSS	RV1/Weir	Lauren Lacoste	NRC	Standby	Enroute Port Fourchon		Moored
CG VOSS	RV1/Weir	Gulf Scout (Being Demobed)	NRC	Enroute	Replacement vessel enroute	Coming Offline	Replacement: Collette Navigator
CG VOSS	RV1/Weir	C Aggressor	NRC	Standby	Moored Venice		
Spanish EEM	RV1/Weir	Pope Benedict XVI	NRC	Unscheduled Maint.	Moored Port Fourchon	ETA 08.JUL.10	Reconfiguration
CG VOSS	RV1/Weir	HOS Express	BP America	Scheduled Maint.	Enroute Port Fourchon		HOS Express replaced HOS North
CG VOSS	RV1/Weir	Gulf Influence	NRC	Standby	Head of Passes Anchorage, MS		
		Offshore Barges				Remaining Storage bbls	
TV2							
TV2		TV 2600' TB Clinton Cerniz	NRC	Standby	Moored West Delta Area	15000	
TV2		TV GOS 2300' TB Mary Gallaty	BP	Enroute	Enroute Port Fourchon	37000	ETA 04.JUL.10
TV2		TV Connecticut Tug Joan Moran	BP	Standby	Moored West Delta Area	37000	Completing USCG Inspection

		Crew/Re-supply					
WS2		Transporter	Re-Supply	Standby	Moored Venice		
WS2		Wasaga	Shuttle	Supply Run	Moored Fourchon		
WS2		Miss Lauren	Shuttle	Supply Run	Moored Fourchon		
WS2							
WS2		Jambon Supplier	2002 Support	Standby	Moored Venice		
WS2		Rob Gordon	CT Support	Scheduled Maint.	Moored Fourchon		Outfitting to support CT Barge
		Jason K McCall		Standby	Moored Fourchon		
Kind/Type		Command and Control	Assignment	Status	Location		
WS2		Bumble Bee	NRC	Connected	Enroute Venice, LA		VHF radio DOC

DEEPWATER HORIZON
Offshore Skimming Group 2

Date/Time 7/7/10 16:53

Sled	Total	Skimming	Offmotion	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered	Standby
OSRV	25	0	0	1	1	0	0	23
TANK VESSELS	5	N/A	1	0	0	0	0	4
VESSELS OTHER	1	N/A	N/A	1	0	0	0	1
WORKBOATS	18	N/A	N/A	2	0	0	0	16
TUXEDAT	8	N/A	N/A	0	0	0	0	8

	Gulf Scale Weather	Comments:
WIND	14-16 kts ESE	
WAVE	6'	
SWELL	Unavailable	

	Other Vessels						
	Vessel	Assignment	Status	Location	ETA		Telephone
VSO	Seaver Pride (offloading vessel)	Offload Support	Standby	Fourchon			713-395-7642

Kind/Type	Vessel	Assignment	Status	Location	ETA	Notes	Telephone
OSRV/RV1	Gulf Coast Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Texas Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Maine Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Mississippi Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Southern Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Delaware Responder	MSRC	Standby	Ft. Jackson		WX Standby	
OSRV/RV1	Virginia Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	CGA HOSS Barge (Crosby Sun)	TF HOSS	Standby	Venice		WX Standby	713-395-7472
OSRV/RV1	Seaver Vanguard (Covered Barge 2 ea)		Standby	Venice		WX Standby	985-618-9643
OSRV/RV1	Bryce Glen Air/CGA FRU) - Amport	CGA	Standby	Venice			
OSRV/RV1	International Trainer (w/CGA FRU)- Amport	CGA	Standby	Venice		WX Standby	281-90195-149-8-000
OSRV/RV1	10m 9 (w/CGA FRU) - Amport	CGA	Standby	Venice		WX Standby	
OSRV/RV1	Mt. Alex (w/CGA FRU)- Amport	CGA	Standby	Venice		WX Standby	
OSRV/RV1	Rene (Navy Marco)	Fed	Standby	Venice		WX Standby	504-208-4801
OSRV/RV1	Seaver Vanguard (Dutch arm)	Commercial	Standby	Fourchon		OMSI Contracted Vessel	504-525-5983
OSRV/RV1	HDS Mariner (Dutch arm)		Standby	Fourchon		WX Standby	832-369-6795
OSRV/RV1	HDS Seawaster (Dutch Arm)		Standby	Fourchon		WX Standby	504-630-7402
OSRV/RV1	Cindy Claper (Ocean Buster)		Standby	Fourchon		WX Standby	
OSRV/RV1	JMC-300/WRA (Grip 2)		Standby	Aspher		WX Standby	
OSRV/RV1	Kyle Williams (Ocean Buster/Vane)		Standby	Fourchon		WX Standby	337-604-6874
OSRV/RV1	Southern Cross (Ocean Buster)		Standby	Fourchon		WX Standby	985-395-6101
OSRV/RV1	Amy Chenell (Ocean Buster)		Standby	Fourchon		WX Standby	
OSRV/RV1	A Wiate (Bad wtr)		Standby	MC-392		Installed	011-970-7649-01421

	Offshore Barges				Remaining Storage Bbls		
TV2	MSRC 452 Barge (Stalwart Colby)	TF Storage	Standby	Fourchon	40,388		
TV1	MSRC 452 Barge (Erin Crosby)	TF Storage	Standby	Fort Jackson	40000		
TV1	MSRC 372 Barge (Crosby Citizen)	TF Storage	Standby	Fort Jackson	57000		
TV1	N-Sea DSL-155 (Rylan)	TF Storage	Offmotion	Fourchon	120000		646-303-8989
TV1	Energy 9001(Superior Standing Cedar)	TF Storage	Standby	Fourchon	80000		646-671-0008

	Beach Skeds						
	Vessel	Assignment		Location	ETA		
WB2	Big Fish	Source	Standby	Venice		WX Standby	281-979-3453
WB2	Bully 6	Source	Standby	Venice		WX Standby	281-804-8981
WB2	Ms. Alexa	Source	Standby	Venice		WX Standby	
WB2	Ms. Addison	Source	Standby	Venice		WX Standby	985-677-4949
WB2	Johnny Mule	Source	Standby	Venice		WX Standby	985-709-7119
WB1	St. Martha Lorde	Source	Standby	Venice		WX Standby	985-598-4189
WB1	Hercules	Source	Standby	Venice		WX Standby	713-791-6622
WB1	Drake	Source	Standby	Venice		WX Standby	713-791-8003
WB1	Big Baby	Source	Standby	Venice		WX Standby	409-938-5873
WB1	Mr Grassy	Source	Standby	Venice		WX Standby	985-413-8459
WB1	Black Tip	Source	Standby	Venice		WX Standby	228-326-4652
WB1	Dog Fish	Source	Standby	Venice		WX Standby	321-951-8304

DEEPWATER HORIZON **Date/Time 07/07/10 1700 HRS**
OFFSHORE SKIMMING GROUP III

Kind	Total	Skimming	Offloading	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered	Standby
SKIMMERS	9	0	0	1	0	0	0	8
TANK VESSELS	2	N/A	0	0	0	0	0	2
VESSELS OTHER	1	N/A	N/A	0	0	0	0	1
WORKBOATS	3	N/A	N/A	0	0	0	0	3
TUGBOAT	3	N/A	N/A	0	0	0	0	3

	ON SCENE WEATHER	Comments: NRC Perseverance in for repairs to hull.
WIND	SSE 10 - 15 kts	
WAVE	7 - 9 ft	
SWELL		

	Other Vessels					
	Vessel	Assignment	Status	Location	ETA	
VSO	Queen Bee	Command	Standby	Fourchon		Source Grp Comnd Vessel

Kind/Type	Vessel	Assignment	Status	Location	ETA	Notes
RV1/Belt	NRC Admiral (Marco)	NRC	Standby	Fourchon		weather hold
RV1/Wei-Gec	NRC Energy (Crucial)	NRC	Standby	Fourchon		weather hold
RV1/Belt	NRC Guardian (Marco)	NRC	Standby	Fourchon		weather hold
RV1/Belt	NRC Perseverance (Marco)	NRC	Unscheduled Maint.	Fourchon		In for repairs
RV1/Gec	NRC Liberty (Crucial)	NRC	Standby	Fourchon		weather hold
RV1/Gec	Seahorse VI (Crucial)	NRC	Standby	Fourchon		weather hold
RV1/Weir	Lone Rose (Weir)	NRC	Standby	Fourchon		weather hold
RV1/Belt	Pauline T(Marco)	NRC	Standby	Venice		weather hold
RV1/Belt	Resolve Pioneer(Marco)	NRC	Standby	Fourchon		weather hold

	Offshore Barges				Remaining Storage bbls	
TV2	NRC Defender	TF Storage	Standby	Venice		
TV2	NRC Valiant	TF Storage	Standby	Venice		

	Beam Boats					
	Vessel	Assignment		Location	ETA	

	Crew/Re-supply					
WB2	Everready	Re-supply	Standby	Venice		
WB2	Miss Winter	Re-supply	Standby	Venice		
WB2	Lady Nina	Re-supply	Standby	Venice		

Kind/Type	Tugboats	Assignment	Status	Location	ETA	Notes
TB	Helena Maria	NRC	Standby	Venice		
TB	Tasia I	NRC	Standby	Venice		
TB	Angelica E	NRC	Standby	Venice		

Kind/Type	Inland Barges	Assignment	Status	Location	Remaining Storage	
0						

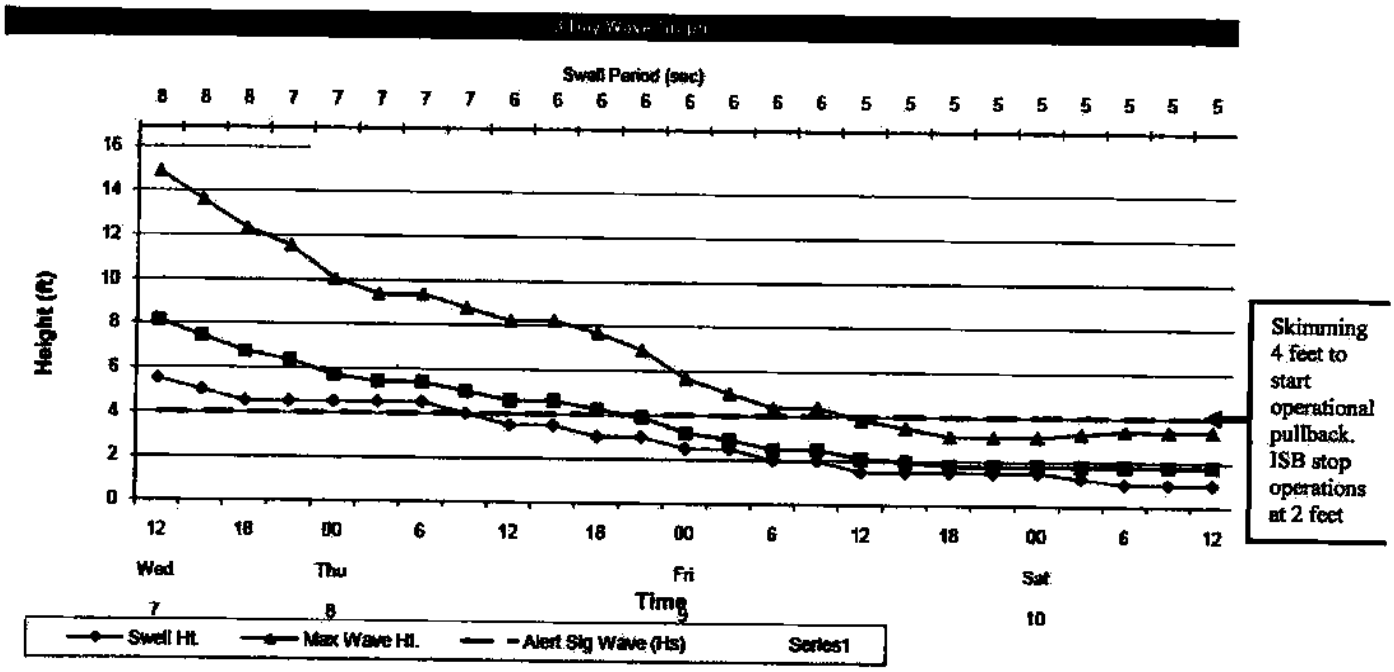
Attachment 4

QA / QC Reports

No QA/QC Checklists for this period are available.

SMART 1 did observe the spray mission today.

Attachment 5



bp

Douglas J. Suttles
Chief Operating Officer

BP Exploration & Production Inc.
501 WestLake Park Boulevard
Houston, TX 77079
(b) (6)

July 7, 2010

RADML James Watson
Federal On-Scene Coordinator
United States Coast Guard

Subsea Dispersant Injection Request for Severe Weather Exemption
From Sampling Protocol for Wednesday, July 7th 2010

On Tuesday, July 6th, the Brooks McCall completed three casts in line with the daily requirements for subsurface sampling of the Directives for Subsea Dispersant Injection. Due to the deteriorating weather sampling ceased for the day in the early afternoon. There is a safety protocol (attached) which delegates the responsibility for operational safety on the vessel to the Captain, and in certain circumstances relating to the welfare of the science crew, to the Chief Scientist

The current weather shows SE winds of 22-25 knots with 7-9 ft seas, with forecasts showing this subsiding to 6 ft tonight. In view of the current weather it is unlikely that the Brooks McCall will be able to take any sample casts on Wednesday due to the safety protocol. For the wellbeing of the personnel onboard we request that the vessel depart the well site and proceed to Port Fouchon.

I am requesting an exemption from the requirement to sample the water column during the 24 hour period of July 7, 2010 in order to continue Subsea Dispersant Injection operations to ensure VOC management and safe operations.

The Ocean Veritas is being readied for its next cruise and will be on station on Thursday July 8th – when much milder sea states are forecast.

I trust that this request be favorably reviewed.

You (b) (6)

Douglas J. Suttles

Approved (b) (6)
~~RADML James Watson~~ RDML Roy Nash
Deputy FOSC

Date 7/7/2010

DEEP WATER CTD and WATER SAMPLING

Authority to Continue or Stop Sampling Operations

July 2nd, 2010

While the Captain of the vessel is responsible for the overall safety of the vessel, its crew and scientists, the Chief Scientist is responsible for the decisions concerning sampling operations.

The purpose of this memorandum is to clearly establish the responsibilities and authorities of the Captain and Chief Scientist in deciding whether or not to continue operations.

1. The Captain/Chief Mate have the authority to stop sampling operations based on-
    a. Safety of vessel holding position during the approximately 2 hours required to deploy and retrieve the CTD; and
    b. The safety of two people to work on the rear deck of the vessel during CTD operations and sampling from the Niskin bottles, given the forecast conditions for any cast.
    c. Any other matter relating to maritime safety, including but not limited to VOC levels, instructions from SIMOPS, or other marine authorities.
2. The Chief Scientist has the authority to stop sampling or laboratory operations based on
    a. Consideration of the health and safety of the science crew including:-
        i. Any seasickness that cannot be adequately managed with standard sea-sickness medications
        ii. Stress and fatigue levels, which will largely be a function of people's experience working at sea, general fitness and management of work loads during adverse weather
        iii. Redundancy of personnel in positions, noting that in some cases there are roles that can be shared or delayed for short periods, allowing for people to rest between work period
        iv. Safety of working in the laboratory with regards to slips, falls and potential for injury due to rough seas.
    b. The feasibility and logistics of collecting robust data under the conditions. For example, management and counting of rotifers used in the toxicity testing may not be possible with substantial sea movement.
    c. Any other matter which, in the opinion of the Chief Scientist, must bring operations to a halt.
3. For the avoidance of doubt, the Captain has the sole authority in a decision to restart operations.
4. All Crew members have the right to "Stop the Job" if they believe a job to be unsafe.

GENERAL NOTES –

There are several more experienced members of the science crew, including general sea time and/or experience working on this project.

All personnel have been advised of the advantages of early commencement of seasickness medication and strategies for management of seasickness.

The Chief Scientist will at all times monitor the health and safety of the personnel, including appropriate management of any sickness or fatigue.

Although adverse weather or sea conditions may be likely to substantially slow the rate of work that is safe or feasible, unless conditions are severe enough that the Captain makes the decision to cease operations, at least one CTD cast should be possible during the day.

In all cases where adverse weather, sea state, or any other event is causing a significant delay to or is halting sampling operations the Chief Scientist will notify the BP Marine Scientist Coordinator as soon as possible.

Developed by Marine Science Coordinator and Vessel Chief Scientists
Unified Command New Orleans

Endorsed by Gulf of Mexico Marine Authority
BP America

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

July 8, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Command had thirteen (13) spotter/recon flights on 8 July from aircraft out of both Stennis and Houma Base. No spray missions were conducted so no dispersants were applied from our 10,000 gallon pre-approval. Morning observations indicated dispersible oil but evaluation by the Aerial Dispersants Group judged it to be more appropriate for skimming and the Offshore Group were given the coordinates to conduct skimming operations. Late in the afternoon, visible dispersible oil began to appear and two spray missions were evaluated for about 8,000 gallons, however being late in the day and our inability to move non-skimming skimmers fast enough from the area, we cancelled the spray missions.

Oil slicks were observed in the morning but mostly sheen but some dispersible oil was located. Afternoon recon flights began locating dispersible oil near the source that was not evident during the morning. We theorize that oil that has been in the adverse weather environment for the previous few days is now becoming visible as the weather/sea state improves.

As the weather continues to moderate, skimming and ISB operations will be available tomorrow for a full day of operation. Weather conditions are excellent for aerial dispersant operations.

The Friday forecast calls for 5%-10% precipitation, winds of 4-7 knots with easterly and variable winds, wind waves of 1 foot, significant wave height of approximately 2 feet, with maximum wave heights around 3 feet. Ceilings are forecasted to be unlimited with visibility 15 nm.

The NOAA Surface Oil Forecast for July 9th shows extensive areas of heavy and medium oil (Attachment 2) that are or may adversely impact the shoreline, including sensitive wetlands.

Houma Unified Command continues to anticipate that the most viable means of response will be the use of dispersants to reduce the risk of shoreline impact. The heavy weather and significant sea state over the past week enhanced the natural dispersion of the oil and also made it very difficult for spotter aircraft to see surface oil. Aerial Dispersants believes that as the sea state moderates, surface oil may become more visible than it has been for the past week.

Prior to spray operations tomorrow morning, the recon/spotter aircraft will identify the high value targeted slicks and we will prepare a report of the location and dispersant volumes needed for application as soon as practicable.

Pursuant to a request this date from Unified Command, the following information is provided.

A-Estimated size of identified dispersible oil slick targets proposed in designated zones: See Attachment 1.

B-Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The weather forecast should be suitable for skimming, ISB and dispersant operations. We anticipate that skimming and ISB resources will not be sufficient to handle the oil that will be observed as the weather improves and will require to be supplemented with aerial dispersants.

- **Skimming units:** Recommencement of skimming operations
- **ISB Assets:** Recommencement of burn operations
- **A Whale:** Operating offshore for testing of system.

C-Today, offshore recovery assets, skimmers, etc. were in port due to adverse weather and it is anticipated that these vessels will recommence skimming operations sometime during tomorrows daylight hours. ISB operations did not take place today and they are anticipated to recommence burn operations tomorrow.

D-It is planned to conduct Tier 1 helicopter SMART over flights to observe dispersant operations tomorrow should they be conducted. SMART Team Tier 1 QA/QC checklists are not yet available from the July 6th mission.

E-M/V *International Peace* is currently in port. No SMART Tier 2 or Tier 3 monitoring will be conducted.

F-The A Whale is subject to the 2 NM no spray criteria.

G-Forecast sea state through Friday showing skimming and ISB limitations is provided as Attachment 5.

In accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A. As aerial dispersant is the primary response tool for tomorrow, we have mobilized the reconnaissance and deployment resources and ***request an initial 10,000 gallons*** for early opportunistic targets. This will be coupled with further reconnaissance and target identification tomorrow morning. A subsequent request will be forwarded later in the day based on the full set of spotter reports.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

[redacted] (b) (6) Date: 7-9-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator (FOSC)

Attachment 1

Dispersant Zone Map for 9 July 2010 with Oil Targets from Spotter Operations on 8 July

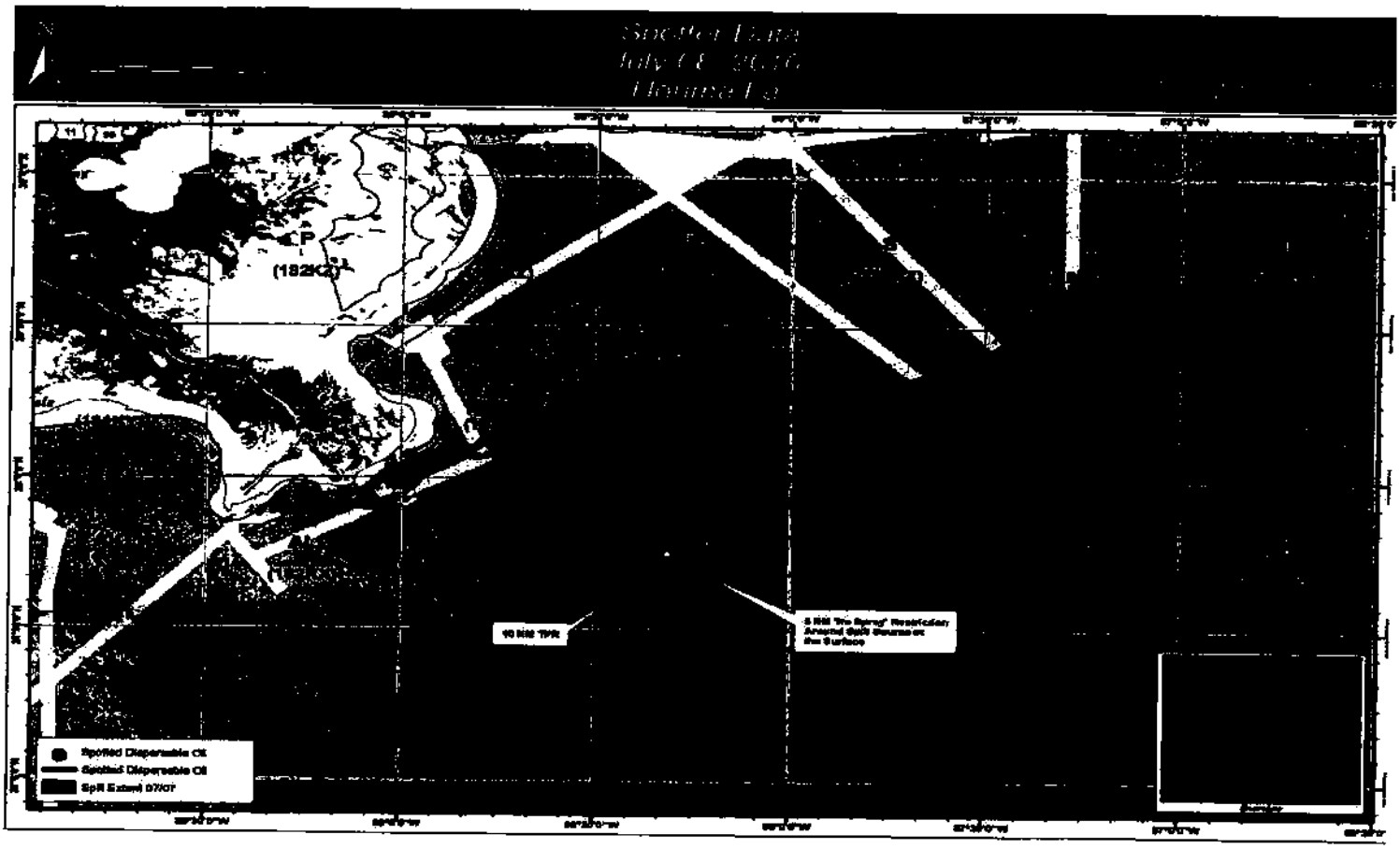


TABLE 1* Dispersible Oil Report July 8, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed** (1/20 DOR)
AC/AN	2	6560	35%	11,400
AN	1	3680	30%	6000
AM	1	85	25%	107
Dispersants were Sprayed Today- 0 - The requested amount for 7/9/10 will be based on tomorrow mornings reconnaissance **An initial request for 10,000 gals.** is being made due to the anticipation of finding dispersible oil requiring that amount of dispersants. Estimated Dispersant Needed 7/9/2010 based upon full morning spotter reports				**17,507**

***Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.**

****Note: <u>Dispersant needed is based upon area in acres x % dispersible oil x 5 gallons per acre</u>**

Attachment 2

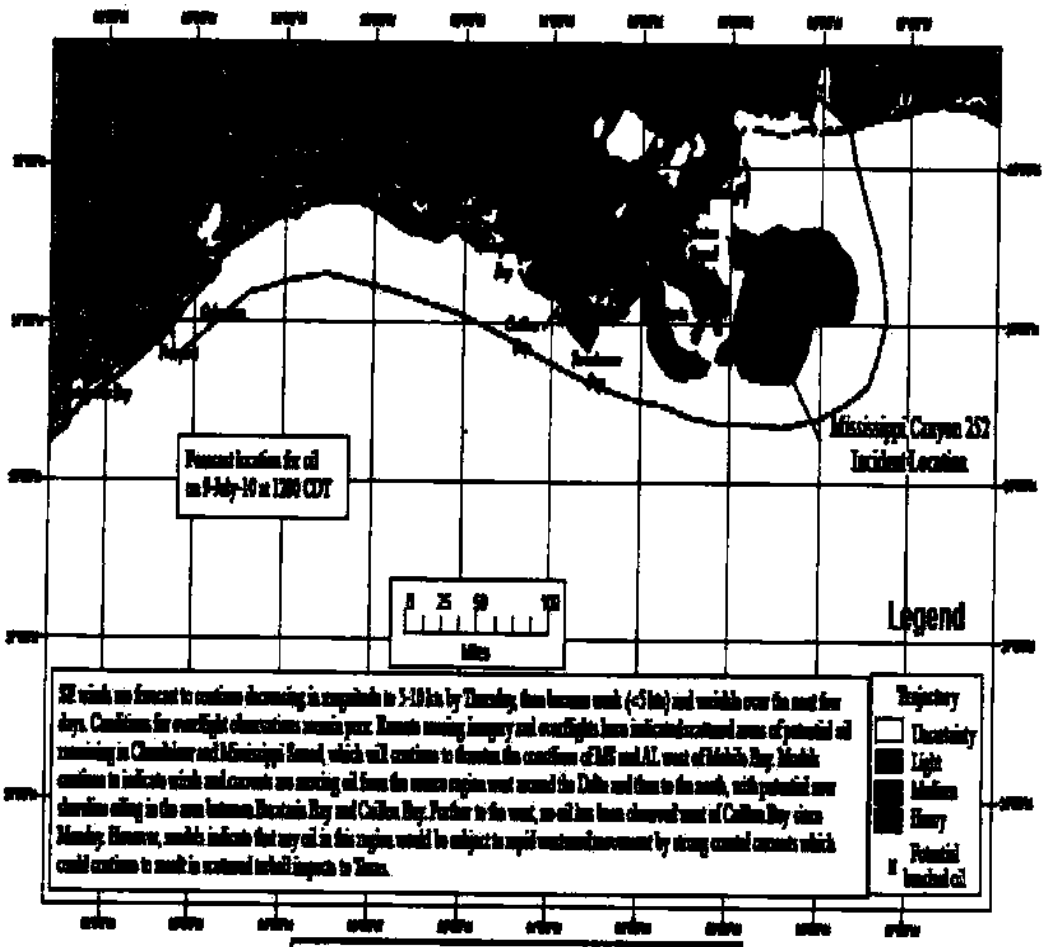
Nearshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/ORR/R **Nearshore**

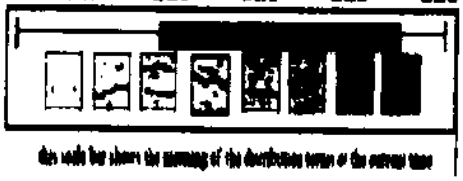
Estimate for: 1200 CDT, Friday, 7/09/10

Date Prepared: 2100 CDT, Wednesday, 7/07/10

This forecast is based on the NWS spot forecast from Wednesday, July 7 PM. Currents were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USF, TCOM/TAMU, NRL/ONR) and HFR measurements. The model was initialized from Wednesday satellite imagery analysis (NOAA/NESDIS) and overflights. The leading edge may contain tarballs that are not readily discernible from the imagery (mass not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.



SE winds are forecast to continue decreasing in magnitude to 5-10 kts by Thursday, then become weak (<5 kts) and variable over the next few days. Conditions for overflight observations remain poor. Remote sensing imagery and overflights have indicated scattered areas of potential oil remaining in Chandeleur and Mississippi Sound, which will continue to threaten the coastlines of MS and AL west of Mobile Bay. Models continue to indicate winds and currents are moving oil from the source region west around the Delta and then to the south, with potential near shoreline oiling in the area between Barataria Bay and Caillou Bay. Further to the west, no oil has been observed west of Caillou Bay since Monday. However, models indicate that any oil in this region would be subject to rapid westward movement by strong coastal currents which could continue to result in westward tarball impacts to Texas.



Next Forecast: July 8th PM

this scale bar shows the summary of the distribution versus the extreme time

Attachment 3

Vessel Status Board

EEPWATER HORIZON **Date/Time** **July 8, 2010** **07JUL BBLS Skimmed: 0**
FFSHORE NON-SOURCE SKIMMING GROUP 1

		TOTAL	SKIMMING	OFFLOADING	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered
SKIMMERS		12	0		1	1	1	
TANK VESSELS		4	N/A				2	
'ESSELS OTHER		1	N/A					
WORKBOATS		6	N/A	N/A				

		ON SCENE WEATHER
WIND		SE 10-15KT
WAVE		4 - 6'
SWELL		

COMMENTS: Skimming vessels are on standby/anchorage until weather conditions permit for safe skimming operations.

Kind/Type	Skimmer Type	Skimming Vessel	Assignment	Status	Location	ETA	Notes:
CG VOSS	RV1/Weir	Orleans	GulfMark	Standby	I/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS		Charles M. Calleis		Standby	I/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Odyssea Quest	NRC	Standby	I/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Odyssea Mariner	NRC	Standby	I/O Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Miss Megan	NRC	Standby	Moored Venice		
CG VOSS	RV1/Weir	Sir Lancelot	NRC	Standby	Head of Passes Anchorage, MS		Moored
CG VOSS	RV1/Weir	Lauren Lacosta	NRC	Standby	Enroute Port Fourchon		Moored
CG VOSS	RV1/Weir	Gulf Scout (Being Demobed	NRC	Enroute	Replacement vessel enroute	Coming Offline	Replacement: Calleis Navigator
CG VOSS	RV1/Weir	C Aggressor	NRC	Standby	Moored Venice		
Supply ESSM	RV1/Weir	Pope Benedict XVI	NRC	Unscheduled Maint.	Moored Port Fourchon	ETA 08JUL10	Reconfiguration
CG VOSS	RV1/Weir	HOS Express	BP America	Scheduled Maint.	Enroute Port Fourchon		HOS Express replaced HOS North
CG VOSS	RV1/Weir	Gulf Influence	NRC	Standby	Head of Passes Anchorage, MS		

		Offshore Barges				Remaining Storage bbls	
TV2							
TV2		TV 2602/ TB Clinton Canac	NRC	Standby	Moored West Delta Area	13000	
TV2		TV GCS 236/ TB Mary Gallaty	BP	Standby	Moored Venice	37000	
TV2		TV Connecticut/ Tug Joan Moran	BP	Standby	Moored West Delta Area	37000	Completing USCG inspection

		Crew/Re-supply					
WB2		Transporter	Re-Supply	Standby	I/O Baptiste Collette, MS River		
WB2		Watarea	Shuttle	Supply Run	Moored Fourchon		
WB2		Miss Lauren	Shuttle	Supply Run	Moored Fourchon		
WB2							
WB2		Jambon Supplier	2602 Support	Standby	Moored Venice		
WB2		Reb Bordelon	CT Support	Scheduled Maint.	Moored Fourchon		Outfitting to support CT Barge
		Jason K McCall		Standby	Moored Fourchon		
Kind/Type		Command and Control	Assignment	Status	Location		
WB2		Bumble Bee	NRC	Command	Enroute Venice, LA		VHF radio OOC

DEEPWATER HORIZON **Date/Time** **7/8/10 8:51**
Offshore Skimming Group 2

Kind	Total	Skimming	Offloading	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered	Standby
OSRV	25	0	1	1	1	18	0	6
TANK VESSELS	5	N/A	1	0	0	0	0	4
VESSELS OTHER	2	N/A	N/A	0	0	2	0	0
WORKBOATS	18	N/A	N/A	0	0	4	0	14
TUGBOAT	8	N/A	N/A	0	0	0	0	8

	ON SCENE WEATHER
WIND	14-16 kts ESE
WAVE	6'
SWELL	Unavailable

Comments:

	Other Vessels						
	Vessel	Assignment	Status	Location	ETA		Telephone
VSO	Seacor Lee	Command	Enroute	MC-252		Source Group Command Vessel	713-568-9635
VSO	Seacor Pride (offloading vessel)	Offload Support	Enroute	MC 252			713-395-7842

Kind/Type	Vessel	Assignment	Status	Location	ETA	Notes:	Telephone
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			
OSRV/RV1	Gulf Coast Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Texas Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Maine Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Mississippi Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Southern Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Delaware Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Virginia Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	CGA HOSS Barge (Crosby Sun)	TF HOSS	Offloading	Pilot Town		WX Standby	713-395-7472
OSRV/RV1	Seacor Vanguard (Current Buster 2 ea)		Standby	Venice		WX Standby	985-518-9842
OSRV/RV1	Seacor Vantage (Current Buster)	Buster	Enroute	Gulfport		Swapping out with John Coghill	985-748-4882
OSRV/RV1	Bryce Glen (w/CGA FRU) - Ampol	CGA	Enroute	Venice			
OSRV/RV1	International Trooper (w/CGA FRU) - Ampol	CGA	Enroute	Venice		WX Standby	001-88165-149-8485
OSRV/RV1	Kim B (w/CGA FRU) - Ampol	CGA	Enroute	Venice		WX Standby	
OSRV/RV1	Mr. Alex (w/CGA FRU)- Ampol	CGA	Enroute	Venice		WX Standby	
OSRV/RV1	Rene (Navy Marco)	Fed	Standby	Venice		U/W @ 1300 for USCG Inspection	504-208-4601
OSRV/RV1	Seacor Washington (Dutch arm)	Command	Enroute	Fourchon		OSG2 Command Vessel	504-620-5983
OSRV/RV1	HOS Mayflower (Dutch arm)		Enroute	Fourchon		WX Standby	832-260-0755
OSRV/RV1	HOS Sweetwater (Dutch Arm)		Enroute	Fourchon		WX Standby	504-620-7502
OSRV/RV1	Candie Clipper (Ocean Buster)		Standby	Fourchon		WX Standby	
OSRV/RV1	JMC-300/RHEA (Gulp 2)		Standby	Anchor		WX Standby	
OSRV/RV1	Kylie Williams (Ocean Buster/vane)		Enroute	Fourchon		WX Standby	337-504-0274
[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]
OSRV/RV1	Amy Chouest (Ocean Buster)		Enroute	Fourchon		WX Standby	
OSRV/RV1	A Whale (fixed weir)		Standby	MC-252		Initial test	011-870-7649-51421

	Offshore Barges				Remaining Storage bbls		
TV2	MSRC 402 Barge (Kimberly Colle)	TF Storage	Standby	Pilottown	40,300		
TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Fort Jackson	45000		
TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	Fort Jackson	57000		
TV1	K-Sea DBL-155 (Rebel)	TF Storage	Offloading	Pilottown	125000		646-303-9860
TV1	Energy 8001(Superior Service) Costner	TF Storage	Standby	Fourchon	80000		646-671-0008

	Boom Boats						
	Vessel	Assignment		Location	ETA		
WB2	Sea Fox	Source	Standby	Venice			251-979-3453
WB2	Betty G	Source	Enroute	MC 252			251-404-2691
WB2	Ms. Alissa	Source	Standby	Venice			662-288-3070
WB2	Ms. Addison	Source	Standby	Venice			985-677-1849
WB2	Julienne Marie	Source	Standby	Venice			985-709-7119
WB1	St. Ignatius Loyola	Source	Standby	Venice			850-596-4180
WB1	Hercules	Source	Enroute	MC 252			713-751-8022
WB1	Brutus	Source	Enroute	MC 252			713-751-8023
WB1	Mia Maloy	Source	Standby	Venice			409-939-6873
WB1	Mr Randolf	Source	Standby	MC 252			985-413-9450
WB1	Black Tip	Source	Standby	Venice		Crew change the UW Noon	228-326-4552
WB1	Dog Fish	Source	Enroute	MC 252			321-861-8304

	Crew/Re-supply						
WB2	Mr. Leroy	Shuttle/Re-supply	Standby	Venice Based			
WB2	Fox	Ampol Re-supply	Standby	Venice Based			713-576-7779
WB2	Jean Perry	Shuttle/Re-supply	Standby	Venice Based			
WB2	Sea Hawk	Shuttle/Re-supply	Standby	Venice Based			
WB2	Charlise G	Shuttle/Re-supply	Standby	Venice Based			
WB2	Ben Charaole	Shuttle/Re-supply	Standby	Venice Based			

Kind/Type	Tugboats	Assignment	Status	Location	ETA	Notes:	
TB	Crosby Sun		Standby			Towing CGA-200	
TB	Kimberly Colle		Standby				
TB	Tara Crosby		Standby				
TB	Crosby Clipper		Standby				
TB	Rebel		Standby				
TB	Superior Service		Standby				
TB	Crosby Eagle		Standby				
TB	Susan Marie		Standby				

DEEPWATER HORIZON
OFFSHORE SKIMMING GROUP III

Date/Time 07/08/10 0800 HRS

Kind	Total	Skimming	Offloading	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered	Standby
SKIMMERS	9	0	0	3	0	6	0	0
TANK VESSELS	2	N/A	0	0	0	0	0	2
VESSELS OTHER	1	N/A	N/A	0	0	1	0	0
WORKBOATS	3	N/A	N/A	0	0	0	0	3
TUGBOAT	3	N/A	N/A	0	0	0	0	3

	ON SCENE WEATHER
WIND	SSE 10 - 15 kts
WAVE	7 - 9 ft
SWELL	

Comments: M/V NRC Perserverance waiting ABS inspection. M/V NRC Admiral doing forepeak vent repaired, estimated completion 1630 hours. M/V Pauline T changing crane today.

	Other Vessels					
	Vessel	Assignment	Status	Location	ETA	
VSO	Queen Bee	Command	Enroute	Fourchon		Source Grp Comnd Vessel

Kind/Type	Vessel	Assignment	Status	Location	ETA	Notes:
RV1/Belt	NRC Admiral (Marco)	NRC	Unscheduled Maint.	Fourchon		Departing dock @ 1100 hrs
RV1/Wair-disc	NRC Energy (Crucial)	NRC	Enroute	Fourchon		Departing dock
RV1/Belt	NRC Guardian (Marco)	NRC	Enroute	Fourchon		Departing dock
RV1/Belt	NRC Perserverance (Marco)	NRC	Unscheduled Maint.	Fourchon		Waiting for ABS inspection
RV1/Disc	NRC Liberty (Crucial)	NRC	Enroute	Fourchon		Departing dock
RV1/Disc	Seahorse VI (Crucial)	NRC	Enroute	Fourchon		Departing dock
RV1/Weir	Lana Rose (Weir)	NRC	Enroute	Fourchon		Departing dock
RV1/Belt	Pauline T(Marco)	NRC	Unscheduled Maint.	Venice		Replacing Crane
RV1/Belt	Resolve Pioneer(Marco)	NRC	Enroute	Fourchon		Departing dock

	Offshore Barges				Remaining Storage bbls	
TV2	NRC Defender	TF Storage	Standby	Venice		Preparing to depart
TV2	NRC Valiant	TF Storage	Standby	Venice		Preparing to depart

	Boom Boats					
	Vessel	Assignment		Location	ETA	

	Crew/Re-supply					
WB2	Eversedy	Re-supply	Standby	Venice		Preparing to depart
WB2	Miss Wynter	Re-supply	Standby	Venice		Preparing to depart
WB2	Lady Nina	Re-supply	Standby	Venice		Preparing to depart

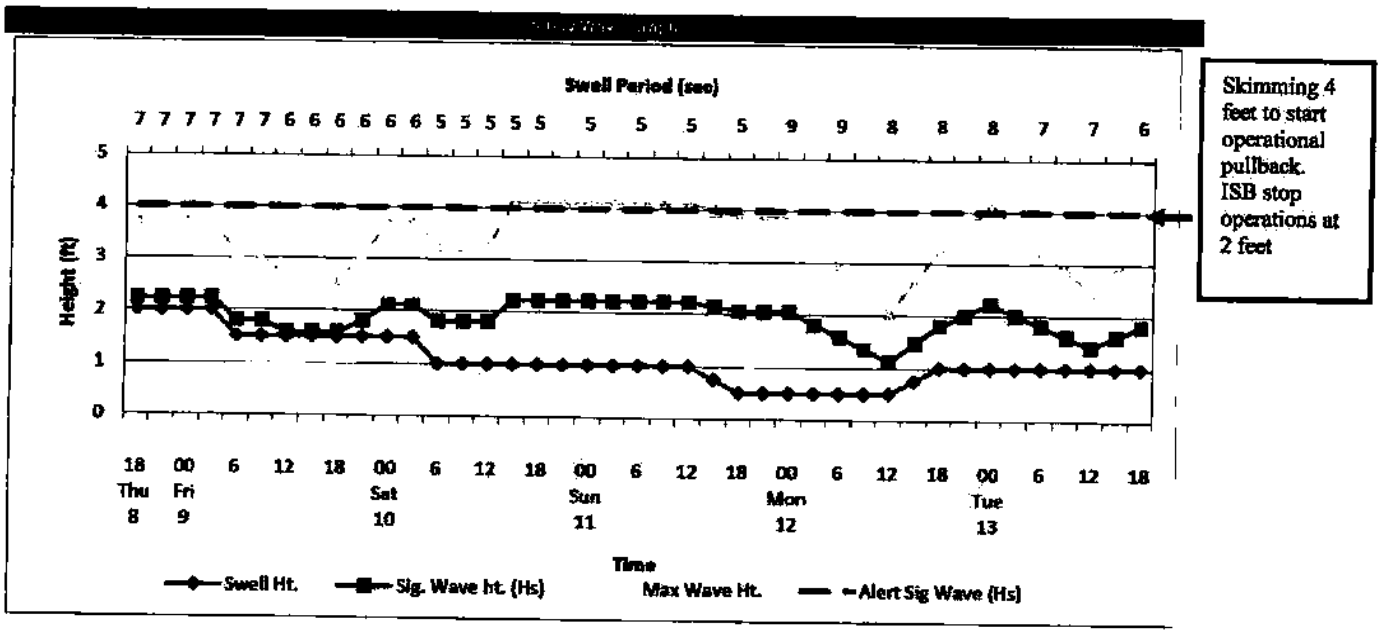
Kind/Type	Tugboats	Assignment	Status	Location	ETA	Notes:
TB	Hanna Marie	NRC	Standby	Venice		Preparing to depart
TB	Tools I	NRC	Standby	Venice		Preparing to depart
TB	Angelica E	NRC	Standby	Venice		Preparing to depart

Attachment 4

QA / QC Reports

No QA/QC Checklists for the July 6th spray mission are not yet available.

Attachment 5



Maximum Wave Height is defined as the average of the highest .1% of all waves

bp

Douglas J. Suttles
Chief Operating Officer

BP Exploration & Production Inc.
501 WestLake Park Boulevard
Houston, TX 77079
(b) (6)

July 11, 2010

Rear Admiral James A. Watson
Federal On-Scene Coordinator
United States Coast Guard

Exemption to Dispersant Monitoring and Assessment Directive – Addendum 3

Dear Admiral Watson,

BP respectfully requests an exemption to the Directive's maximum daily application of subsea dispersant for Sunday, July 11, 2010. Consistent with the Capping Stack Installation Plan sent to Admiral Allen on July 9, 2010, we are currently injecting 12 gallons per minute of subsea dispersant into the exiting oil stream. This is to ensure safe working conditions for the +1400 people on vessels working near the source. While we will continue to adjust the dispersant injection rate based upon winds, observed VOCs and oil capture volume, if we maintain 12 gpm, we will exceed 15,000 gallons for July 11.

An increase in subsea dispersant use is consistent with the Guidance on Subsea Dispersant Application you signed on June 23, which states, "For the purpose of VOC control, increases in the application rate of subsurface dispersants will be limited to conditions where winds are weak (< 10 knots) or VOC readings indicate potential health concerns. While this authority is granted to the OSC in the National Contingency Plan, all attempts will be made to maintain the 15,000 gallon per day subsurface cap outlined in Addendum 3 of the Dispersant Monitoring and Assessment Directive." The increase in subsea dispersant is also consistent with the Source Control Subsea Dispersant Forward Plan signed by Doug Suttles on July 6 and awaiting your signature. Assuming a flow rate of 53,000 bbls/day, a capture rate of 8,000 bbls/day, and a dispersant to oil ratio of 75 as stipulated by the USCG and EPA, the target daily dispersant volume would be 25,200 gallons or 17.5 gallons/minute.

The amount of subsea dispersant needed for VOC control has many controlling factors, including oil containment volume, wind conditions, and ocean currents. As you are aware, the amount of oil being captured decreased by ~18,000 barrels yesterday when the previous cap was removed. While we continue to bring the Helix Producer on line as quickly as is safely and operationally prudent, until it is operational, the amount of oil coming to the surface is greater than it has been recently. Additionally, winds are less than 10 knots today and the NOAA forecast is for winds to continue to be light. Finally, while ocean currents are currently bringing the oil to the surface to the southeast of the central operational area, if this current shifts or dissipates, the oil could revert to coming up directly under the main operational area, increasing the risk of VOCs.

Consistent with all of the above, we are requesting an exemption from the 15,000 gallon limit for July 11, 2010. Unless we see an increase in VOCs, we intend to hold our subsea dispersant rate at approximately 12 gpm, which would result in a total volume for today of less than 20,000 gallons. Further, the Helix Producer should begin capturing oil today, and thus we expect we will only need a one day exemption to proactively prevent dangerous VOC conditions during this time of crucial operations near the source.

Sincerely,

(b) (6) RTF

Douglas J. Suttles

Approval granted subject to the above:

(b) (6)

Date: 7-11-10

Rear Admiral James A. Watson
Federal On-Scene Coordinator
United States Coast Guard

TO Time	Aircraft	Tail #	Squawk	Base/Operator
[redacted]				
0600	P3	Omaha 99		USCBP Jacksonville, FL
1200	P3	Omaha 99		USCBP Corpus Christi, TX
[redacted]				
[redacted]				
0600	S-76	759P		Houma
0630	King Air	727B		Houma
0630	S-76	725P		Houma
0630	King Air	655BA		Houma
0630	S-76	790P		Venice
0700	S-76	519AL		HOUMA
0700	S-76			Houma
0700	206L	32041		Shoreline-Cocodrie-from Houma
0700	EC-135	335BG		Shoreline-Grand Isle-from exxon Mobil
0700	EC-135	935AL		Houma
0700	EC-135	4180F		HOUMA
0700	206L	203PH		
0800	EC-135	323PH		HOUMA
0800	S-76	522AL		Houma
0800	EC-135	326PH		SCAT Survey
0900	206L-3	8587X		Shoreline-Hopedale-TOCA Gas Plant
0930	S-76	522AL		HOUMA
1300	S-76	794P		Houma
[redacted]				
0530	BE90	37H	SPOTTER	Houma
0600	BE90	39Q	SPOTTER	Houma
0620	C130	N117TG	SPRAY	STENNIS
0625	C130	N403LC	SPRAY	STENNIS
1125	Aero Cmdr	N547GA	SPOTTER	Houma
0720	BT67	N932H	SPRAY	Houma
0724	DC3	N64766	SPRAY	Houma
0815	BE90	98Y	SPOTTER	Houma
0830	C130	106	SPRAY	STENNIS
0845	C130	108	SPRAY	STENNIS
0955	BE90	41J	SPOTTER	Houma
1000	C130	N117TG	SPRAY	STENNIS
1005	C130	N403LC	SPRAY	STENNIS
1125	Aero Cmdr	N547GA	SPOTTER	Houma
1100	BT67	N932H	SPRAY	Houma
1105	DC3	N64766	SPRAY	Houma
1150	BE90	89N	SPOTTER	Houma
1215	C130	106	SPRAY	STENNIS
1218	C130	108	SPRAY	STENNIS

1207	BE90	79W	SPOTTER	Houma
1237	AT802	02K	SPRAY	Houma
1355	BE90	N7198Y	SPOTTER	Houma
1400	C130	N117TG	SPRAY	STENNIS
1400	C130	N403LC	SPRAY	STENNIS
1510	Aero Cmdr	N547GA	SPOTTER	Houma
1500	BT67	N932H	SPRAY	Houma
1505	DC3	N64766	SPRAY	Houma
1655	BE90	80Y	SPOTTER	Houma
1700	C130	N117TG	SPRAY	STENNIS
1700	C130	N403LC	SPRAY	STENNIS
1745	BE90	89N	SPOTTER	Houma
1805	C130	106	SPRAY	STENNIS
1807	C130	108	SPRAY	STENNIS
	F&W			
0600	Dash 8	950		Houma

Mission	Phone Contact	T/O	Land
[redacted]	[redacted]		
[redacted]	[redacted]	[redacted]	[redacted]
TFR Aerial C2	[redacted]		
TFR Aerial C2	[redacted]		
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
Aerial Teir 1- USCG	[redacted]		
Survey/Recon	[redacted]		
SLICK RECON	[redacted]		
Insitu Observation	[redacted]		
SMART-USCG			
SHORELINE-BOOTHVILE			
NRDA ECONOMISTS	[redacted]		
	[redacted]		
	[redacted]		
Whale Survey	[redacted]		
RAT TEAM			
HUM-ICY COAST	[redacted]		
SCAT SURVEY	[redacted]		
SCAT- Survey	[redacted]		
	[redacted]		
SCAT SURVEY	[redacted]		
USCG-PHOTO OPS			
[redacted]	[redacted]	[redacted]	[redacted]

Recon/Mapping			