[redacted] LT

From: National Command Center
Sent: Sunday, May 23, 2010 6:31 AM
To: NOC USCG; HQS-PF-fldr-NIC HQ Situation Unit
Cc: National Command Center
Subject: FW: CAT RFI #0455-10-106 Local Hiring Information

Categories: Complete

Please see response below to CAT RFI#455-10-106

-----Original Message-----

The response is below:

Are private citizens, or local businesses being hired to additional types of work outside of the "vessel of opportunity" program?

UAC Response:
Yes, according to BP, there are many private citizens and local businesses being hired outside of the "vessel of opportunity" program. Below are some examples:
Members of the SCAT Teams
Community Outreach; People to staff the feeding stations and to facilitate Claims Processing.
Call Centers: To help facilitate Vessels of Opportunity and for Products and Offers.
Oil Spill Cleanup; There are two companies, MSRC and NRC, that are BP subcontractors that are hiring people to do the actual cleanup.
Companies such as Halliburton, Schlumberger, Cameron, BJ Services, and Cudd are hiring local people and utilizing local businesses for products and services to help in the overall operation.
Local businesses and citizens have been contracted to support the 5 Incident Command Posts.

v/r

LT [redacted]
Deepwater Horizon NIC SIT Unit RFI Specialist
Office: [redacted]
Fax: (202)372-1933
NIC-HQ-SITUATION-UNIT@uscg.mil.

-----Original Message-----
From: NOC.Uscg@dhs.gov [mailto:NOC.Uscg@dhs.gov]
Sent: Sunday, May 23, 2010 6:04 AM
To: National Command Center
Cc: NOC USCG
Subject: FW: CAT RFI #0455-10-106 Local Hiring Information

NCC / IMT,

I checked the MC252 Portal in Emergency Management and did not find a mention of this RFI, but perhaps I missed it. Please provide a status update as soon as possible.

V/R,

LT (b) (6)

NOC USCG Desk

(b) (6)

From: OPS.CAT
Sent: Sunday, May 23, 2010 5:53 AM
To: OPS.CAT; NOC.USCG
Cc: NOC.SWO; NOC.TRACKER
Subject: RE: CAT RFI #0455-10-106 Local Hiring Information

The DHS CAT is requesting an update on the status on this RFI.

Thank you.

Dan Gates

DHS/CAT

(b) (6)

From: Nunez, Carlos On Behalf Of OPS.CAT
Sent: Friday, May 21, 2010 6:03 PM
To: NOC.USCG; OPS.CAT
Cc: NOC.SWO; NOC.TRACKER
Subject: CAT RFI #0455-10-106 Local Hiring Information

Please find an attached Request for Information (RFI) from the DHS Secretary's Crisis Action Team and provide your response as soon as possible.

Please provide the DHS Crisis Action Team with answers to the following question:

* Are private citizens, or local businesses being hired to additional types of work outside of the "vessel of opportunity" program?

Please send responses to ops.cat@hq.dhs.gov and cc: noc.swo@hq.dhs.gov.

Note: Please ensure that the "SUBJECT LINE" of your response e-mail contains the "Response to CAT RFI #0455-10-106 Local Hiring Information"

You may contact the CAT at 202-282-9271, if you have problems sending your reply.

Thank you,

Carlos Nunez

DHS Crisis Action Team

OPS.CAT@HQ.DHS.GOV

(b) (6)

N10036 Mississippi Canyon Block 252 NPFC Daily Financial Summary for 26 July 10.txt
From: (b) (6) CDR
Sent: Tuesday, July 27, 2010 11:11 AM
To: (b) (6) FS3
Subject: FW: N10036 Mississippi Canyon Block 252 NPFC Daily Financial Summary for 26 July 10
Attachments: N10036 NPFC Daily Report - 26 July 2010.xls; N10036 NPFC Daily Report - 26 July 2010.pdf

-----Original Message-----
From: (b) (6) CDR
Sent: Monday, July 26, 2010 7:45 PM
To: LANTWATCH; Day, Steven RADM; Watson, James RADM; Zukunft, Paul RADM; Taylor, Keith RDML; Korn, John RDML; Wagner, Robert CAPT; (b) (6) CDR; Bennett, Craig; (b) (6) ; (b) (6) CDR; Beeson, Scott CAPT; (b) (6) ; (b) (6) ; (b) (6) CDR; (b) (6) LCDR; Kingett, Frank CAPT; (b) (6) ; (b) (6) ; (b) (6) (b) (6) ; (b) (6) ; D08-SMB-MC252-UAC-Reports; (b) (6) MSTC; Landry, Mary RADM; Poulin, Steven CAPT; Stanton, Edwin CAPT; StantonTAD, Edwin CAPT; Paradis, Joseph CAPT; Grawe, William; (b) (6) LCDR; (b) (6) (b) (6) LCDR; (b) (6) ; (b) (6) ; (b) (6) ; (b) (6) (b) (6) ; (b) (6) LT; Drelling, William CAPT; (b) (6) CDR; (b) (6) CDR; (b) (6) LCDR; Rajk, Martin; (b) (6) ; HQS-PF-fldr-NIC HQ Situation Unit; (b) (6) LT; (b) (6) CDR; (b) (6) (b) (6) LT; (b) (6) MST1; (b) (6) MSTC; (b) (6) LCDR; (b) (6) LTJG; Rajk, Martin; D08-DG-ICPHOUMA-SITL; (b) (6) LT; (b) (6) LCDR; (b) (6) MSTC; (b) (6) LCDR; (b) (6) LCDR; Wilbert, Mark CAPT; Maguire, Patrick CAPT; Woloszynski, Jerald CAPT; (b) (6) LT; (b) (6) LT; Sturm, Francis; (b) (6) LCDR; HQS-PF-fldr-NIC HQ Finance; (b) (6) LT; Lodge, Michael CAPT; (b) (6) CDR; Austin, Meredith CAPT
Cc: (b) (6) ; (b) (6) ; (b) (6) ; (b) (6) ; (b) (6) (b) (6) ; (b) (6) ; (b) (6) ; (b) (6) MSTCS; (b) (6) (b) (6) ; (b) (6) ; (b) (6) ; (b) (6) LCDR; (b) (6) CDR; Asseng, George; (b) (6) LCDR; (b) (6) LT; Reynolds, Mark CAPT; (b) (6) CDR
Subject: N10036 Mississippi Canyon Block 252 NPFC Daily Financial Summary for 26 July 10

Good evening,

Attached you will find the NPFC's consolidated daily financial report for FPN N10036 for July 26, 2010.

The report represents a rolled-up summary of all of the financial information available to us from Finance Sections at the Mississippi Canyon Block 252 ICPs, UAC, and NIC as of approximately 1500 CDT today.

The data in the report is current through 25 July.

SOME THINGS TO NOTE IN TODAY'S REPORT

1. The Federal Project Ceiling is $359.5M. Funds obligated to date total $335.1M. The unobligated balance of the Federal Project Ceiling is $24.4M.

2. Total Federal incident costs to date (USCG Recoverable + OSLTF-Funded USCG Direct + Other OSLTF-Funded) are $473.3M.

3. We have billed BP and the other Responsible Parties $222M. BP has paid the NPFC $222M. The unpaid balance is $0.00.

4. According to the Executive Summary, $44.3M in outlays have hit the line of accounting for the project, per the Core Accounting System.

5. According to the Reimbursable Funding Summary, NPFC has been billed $9.2M and has made $8.8M in payments to assisting government agencies.

6. Please note the following MIPR changes:

MIPR #081 - increased by $139,726.00 for a new total of $5,131,610.11. Florida NG providing personnel and equipment support for Deepwater for 31 days from 18 July to Mid-August.

MIPR #088 - decreased by $74,880.00 due to funding not being required for one component of MIPR. New total is $184,500 from the original total of $259,380.00.

MIPR #102 - increased by $6,300 for a new total of $4,091,436.00. Florida NG providing a Liaison Officer with computer to support UAC. In addition, 31 personnel (soldiers) to provide Command & Control support, plus 3 additional Liaison Officers to support Ops, Logs, and External Affairs for 31 days from 3 July to mid-August.

For consistency across the CG and to facilitate consistent external reporting of financial information, CG-8 has asked that daily SITREPS/POLREPS and other information releases use the data in this daily financial summary.

CDR (b) (6)
FSC - UAC NOLA
(b) (6)

[redacted] LT

From: NIC-RFI-2, User EMC
Sent: Friday, June 04, 2010 5:08 PM
To: [redacted] CDR
Cc: HQS-PF-fldr-NIC HQ Situation Unit
Subject: RE: NIC RFI: BP Contracted Skimmers

Categories: Completed, Emailed, Complete

Commander,

OSROs: MRC, MSRC, and Sub-Contractors providing skimmers: AMPOL, Anderson Pollution Control, BO, Clay Hertenberger, Clean Caribbean & AMericas, Clean Gulf Associates, Clean Harbors, Crusical, Eagle/SWS, ERG, ES& H Environmental Services, Garner, Global Diving & SAlvage, Hepaco, Hulls Environmental, Marine & Offshore supplies, Miller Environmental Services, Millers Launch, Moran, MSRC, NAvy Supsalv, Nat'l Response Corp, O'Briens, Oil Mop, Quali Tech Environmental, SWSEAGLE/GARNER, TL Wallace, TMC Services, JS Environmental Services, US Coast Guard.

R/

LT [redacted]
NIC Situation Unit

-----Original Message-----
From: [redacted] CDR
Sent: Friday, June 04, 2010 2:48 PM
To: HQS-PF-fldr-NIC HQ Situation Unit
Subject: FW: NIC RFI: BP Contracted Skimmers

-----Original Message-----
From: [redacted] CDR
Sent: Friday, June 04, 2010 02:43 PM Eastern Standard Time
To: HQS-DG-lst-NIC-RFI
Subject: NIC RFI: BP Contracted Skimmers

NICSIT: Can you provide a list of all the contractors providing skimmers? Need the names of the OSROs.

[redacted] LT

From: NIC-RFI-2, User EMC
Sent: Tuesday, June 08, 2010 8:51 AM
To: Gould, Austin CAPT
Cc: HQS-PF-fldr-NIC HQ Situation Unit
Subject: RE: Qualified Community Responders and Labor Gaps RFI

Categories: Completed

CAPT Gould sir,
Below is the official UAC/BP answer on Qualified Community Responders.

Qualified Community Responders are being paid by BP. The Coast Guard is not the funding source for Community Responders. BP Finance is preparing a response to detail contracting information.

v/r,
LT [redacted]
National Incident Command (NIC)
Situation Unit
24 hour Hotline - (202) 372-1710

-----Original Message-----
From: NIC-RFI-2, User EMC
Sent: Monday, June 07, 2010 6:18 PM
To: Gould, Austin CAPT
Cc: HQS-PF-fldr-NIC HQ Situation Unit
Subject: Qualified Community Responders and Labor Gaps RFI

CAPT Gould sir,
UAC answers for your two questions on (1) How are Qualified Community Responders getting paid and (2) Are we experiencing any gaps in labor below:

#1: The UAC is waiting on BP finance to provide an answer to #1. The preliminary answer is that they're being paid by their employers, who are under contract by BP. The UAC will provide an official answer from BP tomorrow. BP wants to "prepare" an answer before they provide anything to the UAC. We'll be sure to pass the info as soon as we get it.

#2: BP states that they do not believe that there are any personnel gaps, currently. Strategic plans are in place to help ensure as situations change, manning requirements continue to be met.

v/r,
LT [redacted]
National Incident Command (NIC)
Situation Unit
24 hour Hotline - (202) 372-1710

(b) (6) LT

From: HQS-PF-fldr-NIC HQ Situation Unit
Sent: Friday, May 21, 2010 2:42 PM
To: National Command Center; HQS-PF-fldr-NIC HQ Situation Unit; ops.cat@hq.dhs.gov
Cc: noc.swo@hq.dhs.gov
Subject: Response to CAT RFI #0455-10-105 Labor Cost Information

Categories: Complete, Completed

Good Afternoon,

Please see below.

LT (b) (6)
NIC DC RFI Desk
P: (b) (6)
E: (b) (6) @uscg.mil

1. Are there any estimates of wages expended in support of the "vessels of opportunity" activities for oil slick cleanup?

Answer: Danos n Curole (DnC) is managing the "vessels of opportunity" program on behalf of Incident Command. BP pays DnC, and DnC pays the individual responders. On May 17, 2010, DnC invoiced BP $20.9m. This amount, which covered activity through May 15, 2010, covers payment for labor, equipment, and administrative fees. Per the invoice, activity began on May 2, 2010 and quickly escalated. At the end of the invoice period (May 15, 2010), the daily charged covered over 800 vessels and equaled $1.9m.

2. Are there any estimates of the number of local hires in Louisiana, Mississippi, or Alabama for these purposes?

Answer: This is the estimate as of the May 17th which is the last database snapshot we received. The estimate is based on the contract vessel size (2 per vessel < 41, 3 per vessel 41+)

State:	AL	FL	MS	AL	LA*
Total:	493	11	547	70	689

Grand Total
1810

*includes 213 Responders that are working out of LA but we do not have their home state info.

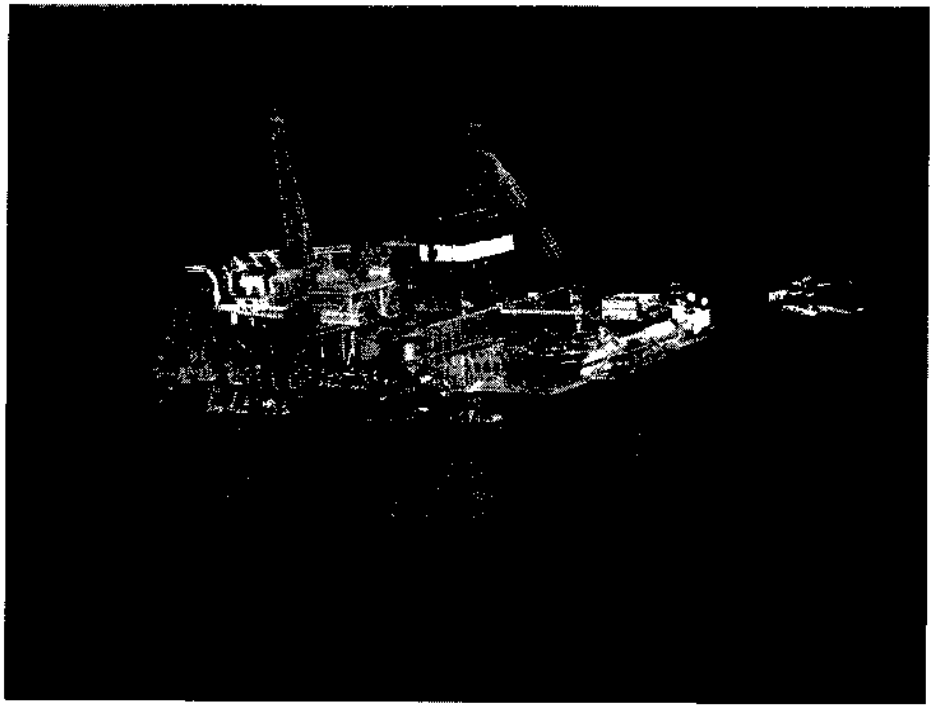
3. Are there any estimates of the number of contracts that have been signed with BP for these purposes?

Answer: Houma Command Center - 1551 Contracts Signed per database dated 5/17

Mobile Command Center - 2150 Contracts signed per email from Mobile - Michelle Krohn dated 5/16

Total Contracts 3701 both locations.

Gulf Of Mexico (GoM)
Contract Aircraft Guidelines



Uncontrolled Copy. Valid Only at the Time of Printing: 12/1/2009

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1. Introduction

1.1 Purpose

The purpose of this manual is to provide a ready reference for the management of GoM Aviation. It deals with operations from the conceptual phase onward. In doing so it addresses the factors to be taken into account when contemplating aircraft operations, the contractual relationship, the setting up of operations and support facilities and the expectations required of the Aviation Service Provider.

These guidelines are not a replacement for any Aviation Service Provider's regulatory requirements but to be used as an enhancement.

1.2 Use of Guideline

These guidelines were developed based on a number of core Guidelines and industry best practices. The Guidelines are largely based on existing U.S. and international regulations and safety codes, but where appropriate are further based and developed as described in this manual.

When these Guidelines do not fit the particular situation contact the Aviation Team Lead, HSE Advisor to Logistics, or the GoM Aviation Assurance Advisor.

The "Gulf of Mexico (GoM) Contract Aircraft Guidelines" (Guidelines) is for use by aviation professionals or local aviation contacts to provide general safety and standardization guidelines when contracting or accepting aircraft. Only BP contracted/approved Aviation Service Provider and accepted aircraft, pilots and maintenance staff are used for normal operations. The GoM Logistics Manager coordinates the approval process for both the aviation service provider and a specific aircraft type. Copies of the Guidelines are available on the Deepwater Production GoM Health, Safety, and Environment (HSE) home page.

In the event of a conflict between a procedure found in this manual and federal regulation (US) or other regulatory agencies or the operator's policies and procedures, the more conservative should be applied. Conflicts should be brought to the attention of the local BP representative and the contracting officer. Reproduction of this manual or any part of it is not authorized without written approval from a BP authorized representative.

1.3 Safe Operations of Contracted Aircraft

This guideline covers many of the aspects of the safe operation with contract aircraft in the Gulf of Mexico. While an attempt has been made to include as much information as possible, it is incumbent on the aviation safety and management personnel to ensure safe operating procedures are utilized and updated, as appropriate.

- General requirements
- Roles and responsibilities
- Key documents, tools, and reference
- Fixed wing services

- Helicopter services
- Required facilities and their management
- Flight operations
- Helideck operations
- Passenger and cargo management
- Maintenance guidelines
- Fuel procedures

1.4 Document Information

This document contains a description of activities relating to helicopter operations for both onshore and offshore in support of offshore installations, drilling units, and vessels.

It also contains a summary of responsibilities for personnel with BP Logistics who may be involved in helicopter operations.

Details the process and actions required to ensure the safe transportation of personnel and cargo to and from the installations by helicopter.

Guidance on compliance with the regulations and standards that are established to reduce risks from hazards identified in formal studies.

This document is used for all helicopter operations on or in conjunction with installations, drilling units, or vessels.

1.5 Review and Update

This document is subject to an annual review and update. During the review, personnel are able to submit relevant changes and suggestions for improvements.

However, the document may be updated on a continuous basis. Anyone may at any time identify an error or suggest an improvement via email to Virgil Russell (email (b) (6) @bp.com or (b) (6)) or Martin Sanchez (email (b) (6) @bp.com or (b) (6)).

Notifications of updates and corrections are distributed to manual holders, as appropriate.

All requests for amendments to the recommended guidelines are submitted in writing to the GoM Logistics Manager. Waivers or exceptions that compromise safety guidelines or compliance with applicable laws and regulations are not approved.

1.6 Aviation Policy

1.6.1 General

The offshore facilities are a functional drilling or production facility that is designed to extract oil from the reservoir, and process it for export to shore.

Aviation Logistics was established to develop, manage, and coordinate technical, commercial, and operational strategies to meet the varying transport requirements of BP Gulf of Mexico operations. The primary goal relates to safe, efficient, and cost effective helicopter and airplane operations.

1.6.2 Establishment of Guidelines

This document is formulated with the planned objective that operations are conducted as economically and efficiently as possible and that the highest priority is given to the safety, health, and welfare of all personnel working for and on behalf of BP. The BP Aviation Logistics System is a total passenger management system that applies to company personnel, contractors, and subcontractors. All helicopter operations must be undertaken in accordance with the requirements of the BP Logistics and HSS&E Guidelines.

The aviation team is responsible for setting guidelines that enhance safe aircraft operations. These guidelines are applied to aircraft equipment, standards and qualifications of pilots, mechanics, and the method of conducting aircraft operations. The guidelines are those that BP expects to operate a safe place of work and, where required, these guidelines are based on industry best practices and may be in excess of those required by the regulatory agencies of the United States.

The Guidelines are designed to minimize the risk exposure for passengers, flight, and operational personnel.

1.6.3 General Contract Arrangements for Aviation

To provide routine service to BP GoM aviation, service providers must be contracted on an individual basis. Supply Chain Management maintains the aviation service provider's contracts. Emergency service may be provided by an aviation service provider without a contract. However, an approved aviation service provider with a signed contract is used, if available.

1.7 List of Abbreviations and Definitions

A&P	Airframe and Power Plant Mechanic
AFCS	Automatic flight control system
AGL	Above ground level
AMEL	Airplane Multiple Engine Land
AOG	Aircraft on ground – mechanical grounding of the helicopter
ASL	Above sea level
ATA	Actual time of arrival
ATC	Air traffic control
ATIS	Automatic Terminal Information Service
ATP	Airline Transport Rating
CP	Commercial Pilot Rating
CFIT	Controlled flight into terrain
CRM	Crew resource management
CVR	Cockpit voice recorder
DME	Distance measuring equipment
EFIS	Electronic flight instrument system
EGPWS	Enhanced ground proximity warning system
ELT	Emergency locator transmitter
ELT(AD)	Automatically deployable ELT
ELT(AF)	Automatic fixed ELT
ELT(AP)	Automatic portable ELT
ELT(S)	Survival ELT
EPIRB	Emergency position indicator radio beacon
FAA	Federal Aviation Authority
FATO	Final approach and take-off area
FCC	Federal Communication Commission
FDR	Flight data recorder
FOD	Foreign object debris/damage
FTD	Flight Training Device
GEVMS	Generic engine and vibration monitoring system
GPWS	Ground proximity warning system
GOM	Gulf of Mexico
HAZMAT	Hazardous Material
HDA	Helideck assistant
HISL	High intensity strobe light
HLO	Helideck Landing Officer
HOGE	Hover out of ground effect
HOMP	Helicopter operations monitoring programme
HSE	Health, Safety, and Environment
HUET	Helicopter underwater escape training
HUMS	Health and usage monitoring system
ICAO	International Civil Aviation Organisation
IFR	Instrument flight rules
IGE	In Ground Effect
ILS	Instrument Landing System
IMC	Instrument meteorological conditions
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
KPI	Key performance indicator(s)
LDA	Landing distance available

LDP	Landing decision point
LOFT	Line-oriented flight training
MAPS	Movements and personnel system (tracking -system)
MDA	Minimum descent altitude
MDH	Minimum descent height
MEL	Minimum equipment list
MHz	Megahertz
MRM	Maintenance resource management
NTSB	National Transportation Safety Board
NOTAM	Notice to Airmen
NM	Nautical Miles
OEI	One engine inoperative
OEM	Original equipment manufacturer
OIM	Offshore Installation Manager
OGE	Out of ground effect
PF	Pilot flying
PNF	Pilot not flying
PNR	Point of no return
POB	Personnel on board
PPE	Personal protective equipment
SAR	Search and rescue
SOP	Standard operating procedures
TCAS	Traffic Collision Avoidance System
VFR	Visual flight rules
V_{NE}	Never exceed speed
V_{TOSS}	Take off safely speed for Category A rotorcraft
WX	Weather

List of Definitions:

- **Airport operating minimal:** The limits of usability of airport for:
  a) Takeoff, expressed in terms of runway visual range and visibility and, if necessary, cloud conditions.
  b) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation; and
  c) Landing in non-precision approach and landing operations, expressed in terms of visibility and runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
- **Aircraft accident:** An aircraft accident is defined as follows:
  a) The aircraft sustains damage or structural failure, which affects its structural strength, performance or flight characteristics, and would require a major repair or a replacement of an affected component.
  b) Any injury or death incurred as a result of being on board or in direct contact with the aircraft from the time of boarding to the time of leaving the plane.
  c) Any damage to property caused by an aircraft in motion.
- **Aircraft incident:** An aircraft incident is defined as follows:
  a) Any engine or engine component/accessory failure that results in an in-flight engine shutdown
  b) Any onboard fire
  c) Any system or component malfunction that results in an unscheduled stop, diversion from intended destination or disruption of scheduled services
  d) Any lightning strike
  e) Any uncommanded aircraft movement
- **Aiming circle:** Described in other publications as landing circle or touch down marking; the aiming point for normal landing, so designed that the pilot's seat can be placed directly above it in any direction with assured main and tail rotor clearances.
- **Alternate airport:** An airport to which an aircraft may proceed when it becomes either impossible or inadvisable to precede to or to land at the airport of intended landing. Alternate airports include the following:
- **Alternate heliport:** A heliport specified in the flight plan to which a flight may proceed when it becomes inadvisable to land at the heliport of intended landing.
  Note: An alternate heliport may be the heliport of departure.
- **Approach and landing phase – helicopters:** That part of the flight from 300m (1,000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.
- **Automatic fixed ELT [ELT/(AF)]:** An automatically activated ELT which is permanently attached to an aircraft.
- **Automatic portable ELT [ELT(AP)]:** An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.

- **Automatic deployable ELT [ELT (AD)]:** An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.
- **Aviation Safety Advisor:** An aviation professional either from the Company or third party contractor who offers expert opinions, facts, procedures, audits, and advice.
- **Basic instrument flight trainer**, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions
- **Category I (CATI) operation:** A precision instrument approach and landing with a decision height not lower than 60m (200ft) and with either a visibility not less than 800m or a runway visual range not less than 550m.
- **Category II (CAT II) operation:** A precision instrument approach and landing with a decision height lower than 200ft, but not lower than 100ft, and a runway visual range not less than ¼ mi.
- **Category A:** With respect to rotorcraft, means a multi-engine rotorcraft designed with engine and system isolation features specified in FAR/JAR-27/FAR/JAR-29 and capable of operations using takeoff and landing data scheduled under a critical engine failure concept, which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected takeoff in the event of engine failure.
- **Category B:** With respect to rotorcraft, means a single-engine or multi-engine rotorcraft which does not meet Category A standards. Category B rotorcraft have no guaranteed capability to continue safe flight in the event of an engine failure, and unscheduled landing is assumed.
- **Commercial air transport operation.** Flight operation of an aircraft involving the transport of passengers, cargo, or mail for compensation or hire.
- **Company:** The term Company means one of the functional organizations of BP or their affiliates.
- **Congested area:** In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.
- **Dangerous goods:** Articles or substances which are capable of posing significant risk to health, safety, or property, when transported by air.
- **Decision altitude (DA) or decision height (DH):** A specified altitude or height in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.
- **Destination alternate:** An alternate airport to which an aircraft may proceed should it become either impossible or inadvisable to land at the airport of intended landing.

  Note: The airport from which a flight departs may also be an en route or a destination alternate airport for that flight
- **Dry lease:** When the aircraft is being operated under the AOC of the lessee.
- **D-circle:** A circle, usually imaginary unless the helideck itself is circular, the diameter of which is the D-Value of the largest helicopter the helideck is intended to serve.

- **D-value:** The largest overall dimension of the helicopter when rotors are turning. This dimension is normally measured from the most forward position of the main rotor tip path plane to the most rearward position of the tail rotor tip path plane (or the most rearward extension of the fuselage in the case of Fenestron or Notar tails).
- **Elevated heliport:** An on land heliport on a raised structure or building.
- **ELT [Survival ELT(S)]:** An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.
- **Emergency locator transmitter (ELT):** Generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated.
- **En route alternate:** An airport at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.
- **En route phase:** That part of the flight from the end of the takeoff and initial climb phase of the commencement of the approach and landing phase.
  Note: Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical power-unit, operators may need to adopt alternative procedures.
- **Extremely Remote:** means unlikely to occur when considering the total operational life of a number of aircraft of the type in which the engine is installed but nevertheless, has to be regarded as being possible.
  Note: Where numerical values are used this may normally be interpreted as a probability in the range 10^{-7} to 10^{-9} per hour of flight
- **Final approach and takeoff area (FATO):** A defined area over which the final phase of the approach maneuver to hover or landing is completed and from which the takeoff maneuver is commenced. Where the FATO is to be used by Performance Class 1 helicopters, the defined area includes the rejected takeoff area available.
- **Flight duty period:** The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.
- **Flight manual:** A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.
- **Flight plan:** Specified information provided to Air traffic services units, relative to an intended flight or portion of a flight of an aircraft.
- **Flight recorder:** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.
- **Flight simulator**: which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, and electronic, aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated

- **Flight procedures trainer:** which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, and electronic, aircraft systems, and the performance and flight characteristics of aircraft of a particular class.
- **Flight time:** The total time from the moment an aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight.

  Note 1: Flight time as here defined is synonymous with the term block to block time or chock to chock time in general usage which is measured from the time an aircraft moves from the loading point until it stops at the unloading point.

  Note 2: Whenever helicopter rotors are engaged, the time will be included in the flight time.
- **Flyway:** A short landing strip constructed at a heliport for the purposes of a rejected takeoff/landing area for helicopters during malfunction. Normally considered when the heliport is not co-located on an airport.
- **Helideck:** A landing area on an offshore installation or vessel.
- **Heliport:** An airport or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.
- **Heliport operating minimal:** The limits of usability of a heliport for:
  a) Takeoff, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions.
  b) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation.
  c) Landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.
- **Hover out of ground effect (HOGE):** Helicopter operations where hover flight is conducted outside the ground effect area. A chart provided in the helicopter operator's manual may be used to predict performance for this type operation.
- **Hostile environment:** An environment in which a successful emergency landing cannot be assured, or the occupants of the aircraft cannot be adequately protected from the elements, or search and rescue response/capability cannot be provided consistent with the anticipated exposure.

- **Human factors principles:** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.
- **Instrument approach and landing operations:** Instrument approach and landing operations using instrument approach procedures.
- **Instrument meteorological conditions (IMC):** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, which are less than the minima specified for visual meteorological conditions.
- **Non-precision approach and landing operations:** An instrument approach and landing which does not use electronic glide path guidance.
- **Non-hostile environment:** An environment in which a successful emergency landing can be reasonably assured, and the occupants of the aircraft can be adequately protected from the elements, and search and rescue response or capability can be provided consistent with the anticipated exposure.
- **Landing decision point (LDP):** The point used in determining landing performance from which, a power-unit failure occurring at this point, the landing may be safely continued or a balked landing initiated.
  Note: LDP applies to Performance Class I helicopters.
- **Limited obstacle sector:** The 150° sector, within which obstacles may be permitted, provided the height of the obstacles is limited.
- **Maintenance:** Tasks required ensuring the continued airworthiness of an aircraft including any one or combination of overhaul, repair, inspection, replacement, modification, or defect rectification.
- **Minimum descent altitude (MDA) or minimum descent height (MDH):** A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference.
  Note 1: Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the airport elevation or to the threshold elevation if that is more than 2m (7ft) below the airport elevation. A minimum descent height for a circling approach is referenced to the airport elevation.
  Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.
  Note 3: For convenience when both expressions are used they may be written in the form minimum descent altitude/height and abbreviated MDA/H.
- **Minimum equipment list (MEL):** A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.
- **Near Miss:** A near miss is defined as any occurrence not involving either damage or injury, but circumstances if not averted or corrected, would endanger the aircraft or a person in a near accident or serious incident.

- **Night:** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.
  Note: Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.
- **Obstacle clearance altitude (OCA) or obstacle clearance height (OCH):** The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the airport elevation, as applicable, used in establishing compliance with appropriate obstacle clearance criteria.
  Note 1: Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the airport elevation or the threshold elevation if that is more than 2m (7ft) below the airport elevation. An obstacle clearance height for a circling approach is referenced to the airport elevation.
  Note 2: For convenience when both expressions are used they may be written in the form obstacle clearance altitude/height and abbreviated OCA/H.
- **Obstacle free sector:** The 210° sector, extending outwards to a distance of 1000 metres within which no obstacles above helideck level are permitted, except the following items which must not exceed the height of the landing area by more than 0.25m:
  Guttering/Kerb Edging
  Helideck Lighting
  Outboard Edge of Safety Nets
  Foam Monitors
  Handrails (when folded)
- **OEI:** Multiple engine aircraft operating with one engine inoperative.
- **Operational control:** The exercise of authority over the initiation, continuation, diversion, or termination of a flight in the interest of the safety of the aircraft.
- **Operational flight plan:** The operator's plan for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the airfields and heliports concerned.
- **Operations manual:** A manual containing procedures, instructions, and guidance for use by operational personnel in the execution of their duties.
- **Operator:** A person, organization, or enterprise, engaged in or offering to engage in an aircraft operation.
- **Performance Class 1 helicopter:** A helicopter with performance such that, in case of critical power-unit failure, it is able to land on the rejected takeoff area or safely continues the flight to an appropriate landing area, depending on when the failure occurs.
- **Performance Class 2 helicopters:** A helicopter with performance such that, in case of critical power-unit failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after takeoff or after a defined point before landing, in which cases a forced landing may be required.

- **Performance Class 3 helicopters:** A helicopter with performance such that, in case of power-unit failure at any point in the flight profile, a forced landing must be performed.
- **Perimeter D Marking:** In relation to helidecks, the marking in the perimeter line in whole numbers, such as the D-Value rounded up or down to the nearest whole number.
- **Pilot flying (PF):** The pilot who, for the time being, is in charge of the controls of the aircraft.
- **Pilot not flying (PnF):** The pilot who is assisting the pilot flying in accordance with the multi-crew cooperation concept, when the required flight crew is more than one.
- **Pilot-in-command (PIC):** The pilot responsible for the operation and safety of the aircraft during flight time.
- **Reasonably or Probable Frequency of Occurrence:** means unlikely to occur often during the operation of each aircraft of the type, but which may occur several times during the total operational life of each aircraft of the types in which the engine may be installed.

  Note: Where numerical values are used this may normally be interpreted as a probability in the range 10^3 to 10^5 per hour of flight.
- **Remote:** means unlikely to occur to each aircraft during its total operational life but may occur several times when considering the total operational life of a number of aircraft of the type in which the engine is installed.

  Note: Where numerical values are used this may normally be interpreted as a probability in the range 10^5 to 10^7 per hour of flight.
- **Rest period:** Any period of time on the ground during which a flight crew member is relieved of all duties by the operator.
- **Runoff area:** An extension to the landing area designed to accommodate a parked helicopter.
- **Safe forced landing:** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.
- **Safe landing area:** The area bounded by the perimeter line and perimeter lighting. The construction of the OFS and LOS segments should ensure that the main rotor will not risk conflict with obstacles when the nose of the helicopter is butted-up to, but not projecting over, the perimeter line. Thus the pilot, when landing in unusual circumstances, has the confidence to touch down provided that all wheels are within the SLA and the nose of the helicopter is not projecting over the nearest perimeter line ahead. It must be noted, however, that only correct positioning over the aiming circle (see **aiming circle** above) ensures proper clearance with respect to physical obstacles and provision of ground effect and provision of adequate passenger access and egress.
- **Scheduled airline:** Air Operator's offering scheduled services, as published in the OAG Flight Guide.
- **Serious Incident:** A serious incident is an occurrence involving circumstances that remain uncorrected or not averted which could lead to endangerment of the aircraft and its occupants. Such incidents may result in:
  The aircraft sustaining substantial damage,

Serious or fatal injury of a person, or
The aircraft and a person being exposed to a near miss

- **Substantial Damage:** Damage is considered to be substantial in the event that the structural strength, performance, or flight characteristics of the aircraft are adversely affected, and would normally require major repair or replacement of the affected system or component. The following items listed are not considered substantially damaged.
  Engine failure or damage that is limited to a single engine and does not result in substantial loss of the aircraft performance or is otherwise limited to the engine cowlings or accessories,
  Damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents, or puncture holes in the skin.
- **Synthetic flight trainer:** Any one of the following three types of apparatus in which flight conditions are simulated on the ground: No examples.
- **Takeoff alternate:** An alternate airport at which an aircraft can land should this become necessary shortly after takeoff and it is not possible to return to the airport of departure.
- **Takeoff and initial climb phase:** That part of the flight from the start of takeoff to 300m (1,000ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.
- **Takeoff decision point (TDP):** The point used in determining takeoff performance from which, a power unit failure occurring at this point, either a rejected takeoff may be made or a takeoff safely continued.
  Note: TDP applies to Performance Class 1 helicopters.
- **Visual meteorological conditions (VMC):** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

SECTION 2

Aircraft and Service Provider Approval Process

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Section 2
Aircraft and Service Provider Approval Process

2. Aircraft and Service Provider Approval Process

2.1 Contract Management

All contracts arranged for offshore installation operations must (as a minimum) comply with BP America Production Company Policy, as detailed within the "Gulf of Mexico (GoM) Contract Aircraft Guidelines". In addition, they must comply with all pertinent regulations in force for operations within United States and territorial waters.

2.2 Requirement for Service Provider Personnel Acceptance

The purpose of the review of the aircraft service provider is to determine the suitability of the aircraft operator in terms of safety, capability, and where appropriate, to make recommendations for improvements. All interfaces, such as owned/leased assets (heliports, passenger services, flight following, refueling equipment, scheduling arrangements, etc.), should be reviewed to make the final determination.

The review shall be conducted to the standards addressed in the Federal Aviation Administration Regulations, Aeronautical Information Manual, and BP's "Gulf of Mexico (GoM) Contract Aircraft Guidelines". The more restrictive shall apply.

All BP GoM contracts for aviation services specify individually named flight crews, key maintenance personnel and individual aircraft by registration number. All backup aircraft serving as temporary replacement for the named contract aircraft shall meet or exceed the condition, age, and equipment specifications of the contract aircraft unless pre-approved by BP.

2.3 Requirement for Aircraft Acceptance

2.3.1 GoM Approved Helicopter Type

The following type helicopters are acceptable for contracted aviation services. Each individual aircraft must be inspected and accepted prior to conducting BP operations. Aircraft types other than those listed must be approved under a Management of Change or document modification. Typical loading configurations for various aircraft are listed below. The number allowed may vary depending on fuel requirements for a planned flight.

Aircraft Type	Normal Load Configuration
Bell 412 SP	13 passengers
Eurocopter 332	19 passengers
Sikorsky 76A++/C+	12 passengers
Sikorsky S92A	19 passengers
Sikorsky S61N	19 passengers
BO-105CBS4/CBS5	4 passengers
EC135	4 passengers

2.3.2 Requirement to Use Accepted Aircraft and Service Provider

All employees on company business, who in the course of their work, are expected to use aircraft owned by other companies or chartered by third parties/other companies should exercise caution and consult with Logistics prior to use of the aircraft.

2.3.3 One-Time Acceptance

When demands exceed the contracted aircraft capacity a one time acceptance may be granted after an onsite review is conducted. If the aircraft service provider is accepted for BP operations then the GoM Aviation Assurance Advisor may conduct the review and acceptance. If the Aviation Service Provider is not presently accepted by BP Aviation Safety then a qualified BP Aviation Safety Advisor must conduct the review. This review does provide less assurance about the safety of the operation and the Aviation Service Provider's suitability for the proposed task and therefore should only be utilized on a limited basis. Subsequent use of the Aviation Service Provider should be upon completion of a full review and acceptance.

2.3.4 Insurance Requirements

The Aviation Service Provider must present to the Company evidence of insurance compliance and that insurance can not be cancelled or materially changed without expressed permission of the Company. To the extent necessary to reflect indemnities given by an aircraft service provider under the contract, insurers should waive rights of action/subrogation against the Company and the Company should be named as additional insured under the policy.

2.3.5 Turn Key or Third Party Operations

A Third Party or Turn Key flight operation should meet the safety and technical quality standards listed in this guideline where BP personnel are being transported or when the installations and third party operations are managed by BP personnel. The Aviation Service Provider must be evaluated for safety and technical merits by BP Aviation Safety Advisor or GoM Aviation Assurance prior to flight commencement.

2.4 Non-accepted Aviation Services

2.4.1 Privately Owned Aircraft

Privately owned aircraft is not authorized.

2.4.2 Non-audited/Non-approved Aviation Service Provider

The use of aircraft operated by non-audited or non-approved companies is not authorized, except in the case of emergency or Medivac flights.

2.4.3 Use of Employee Owned or Rented Aircraft

Employees are not permitted to use employee owned or rented aircraft for company business.

2.4.4 Non-approved Aircraft for Emergency and Medivac Flights

Resource limitations exclude the audit of all potential Medivac aircraft operators in the Gulf of Mexico. Under normal circumstances, there should be sufficient numbers of aircraft operators that are approved and suitably equipped to provide emergency and Medivac services without the need for use of either unapproved operators or unapproved aircraft types. In case a Medivac flight is required, the Company may not be in a position to pick and choose whose aircraft is called to respond; therefore, the Company may be obliged to accept the most immediately available service as provided.

The following process is applied:

- Controls must be in place to ensure that the Company's management and medical advisers only call for Medivac flights when the level of illness/injury warrants the evacuation of the patient. These controls form one part of the Emergency Response Plans.
- The use of aircraft, as supplied, is accepted on the basis that the exposure and risk of using un-audited/unapproved aircraft is outweighed by the risk of further suffering or loss of life to the patient who is the focus of the medical emergency.

Any use of non-accepted aircraft or Aviation Service Provider must be reported to the Logistics Manager in a timely manner.

2.5 Audit and Approval of Aviation Service Provider

The purpose of an audit of an Aviation Service Provider by a BP Aviation Safety Advisor is to determine their suitability as a service provider in terms of safety and capability and, where appropriate, to make recommendations for improvements. The interfaces, such as Company owned/maintained assets (helidecks, refueling equipment, and scheduling arrangements), are normally audited.

The standards applied are those contained in the "Gulf of Mexico (GoM) Contract Aircraft Guidelines," except where the requirements of the regulations of the Aviation Service Provider concerned are more restrictive or otherwise exceed the standards specified in this document. An audit report will be delivered to the Logistics Manager within an agreed period after the audit debrief.

2.5.1 Audit Terms of Reference

The following audit terms of reference are given for guidance only. Specifics may vary depending upon requirements at the time:

- Analyze tasks where the need is validated, to identify areas of most exposure by time or risk, and focus the audit accordingly.
- Review sharing requirements to confirm compatibility with the task.
- Review operational and technical standards, procedures, and practices with particular emphasis on areas of higher risk, considering the regulatory and operating environment.
- Review the management of the Logistics/Aviation Service Provider's interface with regard to assurance of safety and efficiency. Ensure that the Aviation Service Provider's employees are aware of contractual requirements.
- Verify that the essential elements of safety management are in place and working satisfactorily.
- Verify by sampling the following:

Operational procedures are implemented by flying on representative sample flights.

Aircraft maintenance practices are compliant with Company, manufacturer, and local regulatory requirements, including an examination of practice and process in the hangar and on the line.

2.5.2 Scope of the Audit

The following audit scope is given for guidance only. Some items may not be relevant, while other specific requirements may vary depending upon requirements at the time:

- Emergency and contingency planning
- Safety management by company and Aviation Service Provider
- Quality Assurance
- Proactive and reactive flight safety, including incident reporting and investigation
- Operations planning, procedures, and manuals
- Manpower levels, duty periods and working hours
- Pilot training and competency checking
- Flight operations, including planning, preparation, sample flights and post flight procedures
- Passenger handling and procedures; security
- Aircraft fitness for purpose, airworthiness, modification state, upgrade and replacement policy

- Maintenance operations, procedures, and planning
- Maintenance spare parts including stock room and logistics support controls and documentation
- Refueling facilities
- Helidecks/heliports and related facilities
- Airport facilities, air traffic control, navigation. aids, fire services and runways
- Local regulatory authorities, interface and activity levels

2.6 Accepted Aviation Service Provider

2.6.1 Current Aviation Service Provider in GoM

2.6.1.1 Fixed Wing Service

Major Airlines

- Fixed wing service is provided by commercial airlines and approved by BP Corporate Aviation Safety.

Contract Services

- Western Airways, Inc.: Headquarters and operation is located in Sugarland, Texas on the airport.

2.6.1.2 Helicopter Service

- Petroleum Helicopters, Inc.: The main operational facility is located in Lafayette, Louisiana on the airport.
- Cougar Helicopters, Inc. The main operational facility is located in St John's New Foundland, Canada with a satellite operation located in South Lafourche Airport in Galliano, LA.

SECTION 3

SAFETY, ENVIRONMENTAL, AND OPERATIONS MANAGEMENT AND REPORTING

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3 Introduction

Management of flight operations, offshore and onshore, is achieved not just by line management, but also by the actions of all personnel involved in helicopter operations irrespective of their position. The Aviation Service Provider must have a comprehensive safety management system that incorporates the concepts detailed in this chapter.

The Dispatcher onshore coordinates all flight activities. The facilities with an Offshore Installation Manager (OIM) may delegate the coordination of certain helicopter operations to another responsible person. However, the OIM retains overall responsibility for ensuring that all helicopter operations at the installation are conducted safely and within BP policies and procedures.

3.1 Safety Management

3.1.1 General Safety Management

The Aviation Service Provider's safety management concepts must be in a framework which ensures structured policies, principles, and management procedures. The safety management system must allow a consistent and coherent approach across the whole organization and promotes a high standard of corporate safety competence as a basis for achieving continuous improvement in safety performance. The safety system must embody the elimination or control of potential hazards in order to reduce the safety risk to the minimum level.

The safety system must take a top down, systematic approach to safety management of all safety significant activities. The safety system must strive to reduce the risk to an acceptable level.

There following three elements must be adopted by the Aviation Service Provider for a successful systematic safety management system:

- A comprehensive corporate approach to safety
- An effective organization for delivering safety
- Robust systems to provide safety assurance

These three elements of safety management are highly interdependent. An inadequacy in development or weakness in operation of any one of these elements undermines the integrity of the organization's overall management of safety and its ability to demonstrate that the safety risk is being managed to the minimum level possible. A weakness in any one element also undermines any attempts to develop and sustain an effective safety culture in the organization.

3.1.2 Health Safety Security and Environmental Management

All contracted Aviation Service Provider must:

- Demonstrate that they have a systematic approach to HSSE management through the development and publication of an HSSE Management System document that is designed to ensure compliance with the regulatory requirements and to achieve continuous performance improvement.
- Set targets for improvement and measure, appraise, and report the performance.
- Ensure that the risks of flying are reduced as far as reasonably practicable.

- Achieve standards of aviation safety in air transport services that exceed those of the other major helicopter service providers.
- Adopt best practice in HSSE management and strive for continuous improvement in aviation safety and in all other aspects of HSSE management.
- Demonstrate competence in hazard analysis, management and maintain appropriate procedures and controls.
- Commit to best industry practice, continuous safety improvement and a capability and willingness to operate to the requirements.
- Meet any other special conditions stipulated in the contract or as a consequence of audits conducted.

3.1.3 Helicopter Safety

The Federal Aviation Administration (FAA) and the helicopter manufacturers certify the Aviation Service Provider for operations. The Aircraft Flight Manual details the operating parameters and principle performance requirements under which the aircraft can operate. These criteria's are dependent on helicopter size, weight, ambient temperature, atmospheric and weather conditions, height of helideck above the surface, helideck size, and flight path obstructions above and below helideck level.

Consequently, the helicopter's safe operation (optimum safety in case of an engine failure) and all aspects concerning the ambient conditions and physical layout of the offshore facilities must be considered.

3.1.3.1. Individual Responsibilities

Each individual is responsibility for correcting or reporting any observed safety deficiency to the GoM Logistics Manager. Initial contact is by telephone. The hazard identification must be followed up with a hazard report that can be sent by fax, email, or through the postal service to the Contract Accountable Manager.

3.1.3.2. Safety Meetings

The Aviation Service Provider conducts regularly scheduled safety meetings with the pilots of contracted aircraft. Attendance at these meetings is mandatory for pilots. Frequent flying passengers are also invited to attend. The Aviation Service Provider prepares written minutes of the meetings and distributes to the pilots reading file at each BP heliport or flight operation center.

3.1.3.3. Safety Audits

A BP representative may conduct either announced or unannounced safety audits at any location served or supporting the contracted aircraft.

3.2 Environment Management

Aviation Service Provider must implement an Environmental Management System (EMS) either separately, or within their HSSE System to:

- Identify and manage their environmental impact.
- Meet (and where possible, exceed) current environmental regulatory requirements.
- Formulate and implement environmental policy commitments.
- Facilitate and demonstrate continual improvement of environmental performance.

- Respond to future changes in environmental policy.

The EMS may be developed separately or as part of a single integrated HSSE management system also covering aviation safety, security and occupational health and safety. A clearly defined environmental policy statement is established by the senior management. The EMS (as a minimum) addresses the following areas:

- Emissions to the atmosphere
- Flight operations
- Ground operations
- Aircraft noise
- Waste management
- Utilities management
- Water management
- Energy efficiency
- Contamination of land and discharge to water
- Emergency response and incident reporting

3.3 Continuous Improvement System

The objective of the Aviation Service Provider's continuous improvement system is to provide assurance of a safe operation, that identifies and assesses the major hazards and safety risks in day to day operations, and it manages the risk to levels that are as low as reasonably practicable. This includes having systems in place to prevent escalation and to minimize injury or damage in case an incident does occur.

3.3.1 The Key Requirements of a Continuous Improvement System

3.3.1.1. Introduction

The introduction should include a management summary and statement of the objectives for the continuous improvement system.

3.3.1.2. Description of the Operation

The description of operations should adequately describe the particular operation and provide sufficient background knowledge to present a clear understanding of the safety aspects of the operation.

3.3.1.3. Safety Management Arrangements

The safety management arrangements provide a summary of how the Aviation Service Provider's SMS complies with a particular operation. It should highlight any specific safety policies and objectives that should be met, describing the applicable regulatory regime(s) and detailing the organization for managing the operation safely and the safety accountabilities of the key posts.

3.3.1.4. Activities Catalog

The activities catalog lists the safety critical activities specific to the operation, together with sufficient detail describing the hazards, hazard management controls and accountabilities associated with each critical activity.

3.3.1.5. Hazard Analysis

The hazard analysis provides the following demonstration in terms of evidence and arguments:

- All potentially significant hazards and their associated effects are identified.
- The potential risks are formally evaluated.
- Adequate management controls are in place to prevent threats to safety from occurring and to contain the consequences of any hazardous event that does occur.

3.3.1.6. Safety Improvement and Remedial Action Plan

The safety improvement and remedial action plan presents a detailed list of any safety deficiencies (shortfalls or non-compliances) identified through the hazard management and compliance assessment processes. A comprehensive and targeted program of work addresses them and any other safety improvement initiatives necessary to meet the stated continuous improvement system objectives.

3.3.1.7. Conclusions and Statement of Fitness

The conclusion and statement of fitness presents, in a concise manner, the conclusions reached in regard to the stated objectives of the continuous improvement system and a Statement of Fitness which formally summarizes the safety integrity status of the operation as reflected by the continuous improvement system.

3.4 Drugs and Alcohol Policy

The Aviation Service Provider should provide a formal documented policy on the use and abuse of alcohol, medical drugs, and narcotics (such as guidance for consideration of acceptable levels of alcohol consumption). Additionally, the staff should be advised on commonly prescribed drugs that may impair an individual's ability to perform in the cockpit or workplace. In all cases, the Aviation Service Provider must comply with any federal, state, or local legislation and guidelines.

3.5 Reporting Requirements

3.5.1 Accident, Incident, and Near Miss

The Aviation Service Provider shall expedite the report of all accidents, incidents, near misses, and unsafe conditions to the Aviation Team Lead or Logistics HSE Advisor. The Aviation Service Provider is responsible for meeting all State and Federal requirements in reporting any accident or incident.

The immediate notification of the facts shall be followed by a summary that serves to indicate the events leading up to the accident, and measures taken that could prevent reoccurrence.

In most cases, Logistics will provide assistance with accident or serious incident investigation involving contracted aircraft.

3.5.2 Operational Hazards or Irregularities and Medical Transport

The pilot shall use the Aviation Service Provider's hazard or incident report to report all operational hazards or irregularities and medical transport flights. This report must be a closed loop system that includes reviews by maintenance, operations, training, safety, and management personnel, as appropriate. A verbal or email notification

must be made as soon as practical and a full report shall be sent to the Aviation Team Lead no later than 24 hours after a hazard or operational irregularity.

- Any maintenance that impacts the normal flight schedule workday.
- Any incident or condition that affects the accomplishment of a flight.
- Any incident in which passengers are involved, including delays to a flight.
- All incidents that involve delays of 15 minutes or more.
- Any item concerning safety that needs correction or attention.

3.5.3 Reportable Occurrences

Those occurrences that must always be reported (for example: fires, uncontained engine failures, low fuel states, close proximity between aircraft, and so on) can easily be listed but it is impossible to define precisely every significant hazard that requires reporting. Judgment by the reporter of the degree of hazard or potential hazard involved is therefore essential in many cases.

Within the constraints of the preceding paragraph, and given the event and injury definitions previously stated, the following guidance is presented to illustrate the types of occurrences that should normally be reported.

3.5.3.1. Events Arising During Flight Operations

3.5.3.1.1. Control of the aircraft

- Rejected takeoff
- Go around producing a hazardous or potentially hazardous situation.
- Unintentional significant deviation from intended track or altitude (more than 300 ft), caused by a procedural, systems or equipment defect, or human factor.
- Descent below decision height/altitude or minimum descent height/altitude in instrument landing conditions.
- Hard landing – a landing deemed to require a hard landing check.
- Unintentional contact with the ground.
- Overrunning the ends or sides of the defined runway or landing area.
- Significant inadvertent reduction in airspeed.
- Loss of control from any cause.
- Approach to, landing on, lining up on, or taking off from a wrong runway, airfield or helicopter landing site.
- Occurrence of stall warning or a stick push operation, other than for training or test purposes.
- Operation of any primary warning system associated with maneuvering of the aircraft [for example, stall warning (stick shake), stall protection (stick push), over speed warning, and so on].

3.5.3.1.2. GPWS warning when:

- The aircraft comes into closer proximity to the ground than had been planned or anticipated.
- The warning is experienced in IMC or at night.

- The warning results from failure to select landing gear or landing flap by the appropriate point on the approach.
- Any difficulty or hazard arises or might have arisen as a result of crew response to a warning (for example, possible reduced separation from other traffic). This could include warning of any mode or type (such as genuine, nuisance, or false).
- GPWS alert when any difficulty or hazard arises or might have arisen as a result of crew response to the alert.
- Loss of or malfunctioning of any rotorcraft AUTO stabilizer mode.
- Inadvertent incorrect operation of any controls which resulted in, or could have resulted in, a significant hazard.
- A hazard or potential hazard which arises as a consequence of any deliberate simulation of failure conditions for training, system checks, or test purposes.
- In flight fuel quantity is critically low or exhausted.
- Significant fuel imbalance.
- Reversion to manual fuel control.
- Incorrect setting of an altimeter.
- Significant incorrect programming of navigation equipment.
- Flight at a level, or on a route, different from that assigned.
- Incorrect receipt or interpretation of messages which resulted in or could have resulted in a significant hazard.
- A bomb threat.
- A hijack.

Note: In such cases, it is expected that the reporter submits only a single report together with the supporting evidence regarding the high frequency event.

3.5.3.1.3. Emergencies

- The use in flight or on the ground of any emergency equipment or prescribed emergency procedures in order to deal with a situation.
- The use of any non-standard procedure adopted by the flight crew to deal with an emergency.
- The declaration of an emergency (mayday or pan).
- An emergency, forced or precautionary landing.
- Failure of any emergency equipment or procedures to perform satisfactorily even during training or for test purposes.

3.5.3.1.4. Crew Incapacitation

- Incapacitation of any member of the flight crew, including that which occurs prior to departure.

3.5.3.1.5. Injury

- Injury to any person which directly results from the operation of the aircraft or its equipment, but which is not considered to constitute a reportable incident in the sense of the meaning of the term as defined by the OSHA or FAA.

3.5.3.2. Aircraft and Equipment Failures, Malfunctions and Defects

3.5.3.2.1. Structure

- Any damage or deterioration (such as, fractures, cracks, corrosion, delamination, disbanding, and so on) resulting from any cause to:
  - Primary structure or a principle structural element (as defined in the manufacturers' Repair Manual) where such damage or deterioration exceeds allowable limits specified in the Repair Manual and requires a repair or complete or partial replacement of the element.
  - Secondary structure that consequently has or may have endangered the aircraft.
  - Any damage or deterioration (as stated above) found as a result of compliance with an Airworthiness Directive or other mandatory instruction issued by a Regulatory Authority, when:
- It is detected for the first time by each operator or organization implementing compliance.
- On any subsequent compliance where it exceeds the permissible limits quoted in the instruction and published repair or rectification procedures are not available. For example, a report is required if the condition found necessitates a request to the Design Authority for an extension of limits and special repair or rectification schemes or procedures.
- Separation from the aircraft in flight of any part of the aircraft.

3.5.3.2.2. Engines

- Flameout, shutdown, or significant malfunction of any engine.

3.5.3.2.3. Systems and Equipment

- For any occurrence involving a system or component that is monitored or protected by a warning or protection system (for example, fire detection and extinguishing), the occurrence report should always state whether such system is functioned properly.
- Fire or Explosion
- Smoke, toxic, or noxious fumes in the aircraft.
- Failure or significant over speed of any high speed rotating component (for example, auxiliary power unit, air starter, air cycle machine, and air turbine motor).
- Significant deviation of the aircraft from its intended flight path, attitude, airspeed, or altitude resulting from system or equipment failure, malfunction, or defects.
- Contamination of aircraft systems and equipment arising from the carriage of baggage or cargo.

- Failure, malfunction, or defect of any system or equipment found as a result of compliance with an Airworthiness Directive or other mandatory instruction issued by a Regulatory Authority.

3.5.3.2.4. Loss or significant malfunction of system or subsystem

- Loss, significant malfunction, or defect of any system, subsystem, or asset of equipment.
- Leakage of fluids which resulted in a fire hazard or possible hazardous contamination of aircraft equipment or structure.
- Limitation of movement, stiffness or poor or delayed response in the operation of primary flight control systems.
- Significant interference with normal control of the aircraft or degradation of flying qualities.
- Inability to achieve the intended aircraft configuration for any flight phase (for example, landing gear and its doors, stabilizers, slats, and so on).
- Significant loss of braking action.
- Leakage of fuel.
- Fuel system malfunctions or defects.
- Operation of any primary warning system associated with aircraft systems or equipment.
- Malfunction or defect of any indication system.
- Failure of any emergency system or equipment, including all exit doors and lighting, to perform satisfactorily, even during training or for test purposes.
- Significant failures or defects of the rotors.
- Significant over speed or inability, by normal procedures, to control speed or pitch of the rotors.
- Loss, significant malfunctions or defects in any main system, subsystem or set of equipment.
- Loss, significant malfunctions or defects of more than one main system, subsystem or sets of equipment.

3.5.3.3. Events Relating to Flight Operations/Equipment

3.5.3.3.1. Air Traffic Control services

- Significantly incorrect, inadequate or misleading information from any ground sources (for example, ATC, ATIS, Meteorological Services, Flight Following, maps, charts, manuals, and so on)
- Less than prescribed terrain clearance.
- Provision of incorrect altimeter setting.
- Misidentification of aircraft by an ATC, flight following, or radar operator.
- Incorrect transmission, receipt, or interpretation of significant messages.
- Separation between aircraft less than that prescribed for the situation.

- Non-compliance with prescribed let-down or departure procedures or any ATC instruction.
- Declaration of an emergency (mayday or pan) by an aircraft.
- Unauthorized infringement of any form of regulated airspace.

3.5.3.3.2. Navigation and communications equipment

- Total failure of navigation system or subsystem being used.
- Total failure of communications system.
- Total failure of radar system or subsystem.
- Significant malfunction or deterioration of service.
- Significant deficiency in maintenance.
- Repetitive events of a specific type of occurrence which in isolation may not be considered reportable (for example, excessive monitor alarms).
- Provision of erroneous information in the absence of any alarms.
- Airport or heliport and airport or heliport facilities
- Failure or significant malfunction of airport, heliport, or helideck lighting.
- Major failure or significant deterioration of surfaces of runways, heliports, helidecks, or aircraft maneuvering areas.
- Runways, heliports, helidecks, or aircraft maneuvering areas obstructed by aircraft, vehicles, or foreign objects, resulting in a hazardous or potentially hazardous situation.
- Errors or inadequacies in marking of obstructions or hazards on runway, heliport, helideck, or aircraft maneuvering areas.
- Collision between a moving aircraft and any other aircraft, vehicle, or other ground object.
- Aircraft departing which results in, or could have resulted in, a significant hazard.
- Rotor downwash incidents resulting in, or could have resulted in, significant damage or serious injury.
- Significant spillage of fuel on airfield ramps.

3.5.3.3.3. Passengers, baggage, and cargo

- Difficulty in controlling a passenger.
- Armed passenger (Any weapon or other object whether wielded or concealed in the manner of a weapon or which otherwise was used in a manner that could be construed as an object that is considered to be a weapon).
- Incorrect loading of passengers, baggage, or cargo, likely to have a significant effect on aircraft weight and balance.
- Incorrect stowage of baggage or cargo likely in any way to hazard the aircraft, its equipment or occupants or to impede emergency evacuation.
- Inadequate storing of cargo containers or substantial items of cargo.
- Significant contamination of aircraft structure, systems, or equipment arising from the carriage of baggage or cargo.

- Carriage or proposed carriage of hazardous or restricted goods in contravention of appropriate regulations.
- Incorrect labelling and packaging of restricted and hazardous material.
- A stowaway or stowaways.

3.5.3.3.4. Aircraft ground handling/servicing

- Loading of incorrect fuel quantities likely to have a significant effect on aircraft endurance, performance, or balance.
- Loading of contaminated or incorrect type of fuel or other essential aircraft fluids.
- Failure to perform fuel quality checks or sampling.
- Spillage of fuel.
- Failure, malfunction, or defect of ground equipment used for test/checkout of aircraft systems and equipment when the required routine inspection and test procedures did not clearly identify the problem before safe operation of the aircraft could have been affected.
- Non compliance or significant errors in compliance with required maintenance/servicing procedures.

3.5.3.3.5. Ground staff incapacitation

- Impairment of any member of ground staff (for example, Aircraft Maintenance Staff, Air Traffic Controllers, Air Traffic Services Maintenance Staff, Airfield Support Staff, and so on) when as a result an aircraft was or could have been endangered.
- Any other occurrence of any type considered to have endangered or which might have endangered the aircraft or its occupants.
- Any other occurrences judged by those involved that meet the generic reporting criteria should be reported.

3.5.3.3.6. Minimum Equipment List (MEL) release

- A report on any item released under the provisions of a Minimum Equipment List Program.

3.5.3.3.7. Customer lost time

- Any loss of helicopter availability.
- Any delay that exceeds 15 minutes from scheduled departure.

3.5.3.3.8. Helicopter availability

- Any loss of availability of a helicopter, N number specific.

3.6 KPI and Management Reports

The Aviation Service Provider must submit the following report by the 10th of each month.

- KPIs
- Interruption to Flight Reports
- Flight Time Report
- Replacement Pilot and Helicopter Report
- Qualified Personnel Listing

- Minimum Equipment List (MEL) use or restrictions
- Loss Time
- Trend Analysis Findings

Items of a more critical nature must be reported as soon as practical.

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Section 4
Aviation Operations – General

4. Aviation Operations – General

When non-routine flight activities are anticipated an aviation professional shall be consulted prior to commencement of that operation. Early involvement of the aviation professional will assist in the determination of the optimal solution for the aviation support desired.

The Oil and Gas Producers Guidelines and Guidance for Aircraft Operations shall be used as the base line document for flight operations in the Gulf of Mexico.

4.1 Flight Operations Management

Aviation management includes all activities associated with providing aircraft support services. Support services incorporate program leadership, supervision, cooperation, aviation expertise, training, and safety program management for contract aircraft operations.

The aviation service provider must maintain a management structure that promotes a safe and efficient aviation operation. A Contract Accountable Manager, onsite operations manager, onsite safety manager, and onsite maintenance manager must be appointed to oversee the management of the services to manage this process. The prime responsibility of the Contract Accountable Manager is to maintain safe and efficient operating standards in all aspects of the operations of the Company and aviation service provider and to promote a high standard of flight safety.

The incumbent of this position should have a direct reporting relationship to a sufficiently high level of management to promote effective execution of the foregoing responsibilities and accountabilities and have adequate seniority to deal effectively with user departments.

4.1.1 Role and Responsibility

The following summarizes the responsibilities of all key-personnel involved in helicopter support operations for the GoM offshore and the associated facilities.

4.1.1.1 BP Aviation Safety Role in GoM

BP Aviation Safety maintains lists of Charter providers for the sole use of BP Business units, and updates it quarterly. The lists are located on the Aviation Safety Website (http://bpaviationservices.bpweb.bp.com/charters/default.asp) and are not to be shared with companies or parties outside of BP. The evaluation process used to place a particular operator on the list of providers that have had safety reviews and meet the basic standards of BP Aviation Services is based on BP interests, practices, and standards. There has been no effort to extend those interests, practices, and standards to any other company or party even if they are in partnership in any form with BP. All companies and parties, with air transportation needs outside of BP, are expected to perform their own evaluation to meet their particular needs.

Aviation Safety shall be consulted when a new helicopter service provider or aircraft type is to be introduced into the GoM operations. They shall be requested to conduct a full review and make recommendations on the acceptance of the service provider or aircraft type.

Aviation Safety shall be requested to conduct an annual review of the Aviation Service Provider eligible for service to the GoM. Additionally, if conditions within a service provider or aircraft type materially change, Aviation Safety shall be consulted for continued use of the service provider or aircraft type. Aviation Safety will be encouraged to make unannounced visits to the aviation service provider and site of aviation operations for a review of the entire operation.

Aviation Safety shall be requested to participate in all major aviation incidents, accidents, and HIPO investigations that may occur within the GoM Aviation Services. Aviation Safety shall be given free access to all data collected in an investigation or incident review within the GoM.

4.1.1.2 Aviation Team Lead

The responsibilities of the Aviation Team Lead include:

- Ensure that the requirements of the individual aviation service contracts, all relevant guidelines and legislation, and this manual applies to all helicopter operations.
- Monitor approval of nonscheduled helicopter flights.
- Monitor and audit the service provided by the helicopter operator.
- Coordinate closely with the Aviation Service Provider regarding the safe and efficient operation of helicopter support services.

4.1.1.3 Contract Accountable Manager (Aviation Service Provider)

The responsibilities of the Contract Accountable Manager include:

- Provide quality program leadership, direction, service, support, and assistance to GoM operations.
- Implement the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and the Aviation Service Provider' policies and procedures.
- Provide a learning environment that is knowledgeable and supportive of the BP operation, vision, and guiding principles for professional aviators and aviation management personnel.
- Strive towards and attain zero aircraft accidents and the reduction of serious incident rates through emphasis on the human factors aspects of accident prevention.
- Identify and implement appropriate aviation technologies and automated systems support.
- Provide line manager leadership and participation in aviation management programs and activities.
- Develop and promote cost-effective coordination and cooperation

- Develop strategies that ensure all functional areas of the aviation program are effectively serving the needs of the field.
- Develop a standard method to process issues, including a method to track issue status and provide feedback to the field in a timely manner.
- Ensure that BP management is kept apprised of aviation program concerns and accomplishments.
- Develop and maintain a focus on providing a safe aviation service.
- Assist in formulation, administration, amendment, and control of contracts for the provision of aircraft services.
- Ensure that a comprehensive monitoring and recording system is maintained to generate relevant data for evaluation of costs and efficiency of the operation.
- Provide liaison with the Company personnel, as requested, concerning aviation support requirements.
- Monitor the operational and technical performance of the aviation services to determine that high standards of flying and maintenance are being practiced.
- Provide and control all aviation related facilities used to support the Company including, where appropriate, the supply, storage and quality control of aviation related items.
- Maintain all contacts, liaisons and negotiations with Company management concerning the operation of aircraft.
- Maintain all necessary permits, permissions, and licenses that are required for the operation of aircraft in support of the Company's business. Insure they are held or obtained and kept in date thereafter.
- Provide advice on aviation matters to the Company and contractor senior management.

4.1.1.4 Aviation Assurance Advisor (GoM)

The responsibilities of the Aviation Assurance Advisor include:

- Review all flight, ground and maintenance operations to ensure that they are conducted within the regulations or guidelines established by federal-state-local governmental agencies, aircraft service provider, aircraft manufacturer, and the Company.
- Review maintenance functional areas and safe maintenance practices of the aviation technicians. This shall include observations of maintenance practices in the hangars, flight line, or remote bases.
- Review MEL release items for impact to flight safety and make recommendations for system improvements.
- Conduct pilot and aviation technician line checks during active flight operations.
- Conduct reviews and interviews of pilots and maintenance technicians assigned to the contract and recommend to the Aviation Team Lead their standing.

- Conduct routine and un-announced audits of the services provided by the helicopter operator to insure safe and efficient helicopter operations.
- Conduct quarterly reviews of each helicopter assigned to flight operations and issue discrepancy reports to the Aviation Team Lead.
- Perform routine and un-announced reviews of Company heliports and helidecks.
- Review the HLO and helideck training courses and submitting recommendations on approval to the Aviation Team Lead.
- Establish and maintain a HLO network keeping the assigned HLOs advised of any changes to HLO or helideck procedures, advise on safety and operational issues, and disseminate and discuss all safety concerns as they affect the HLO or helideck operations.
- Review the HLO and helideck crew on all aspects of helicopter operations on the installation.
- Review the installation's operational and emergency equipment to ensure it is well maintained and in good working condition.
- Work with the aviation service provider, Offshore Installation Manager (OIM) or Installation Supervisor, and Aviation Team Lead to ensure that the fuel quality is maintained and the fuel systems are in proper working condition.
- Review and recommend corrective procedures for all discrepancy or malfunction reports issued by Company installations or aviation service provider.
- Actively conduct or participate in aviation audits, as appropriate.
- Assist the aviation service provider or participate in accident, incident, or near miss investigations.
- Provide services and recommendations as directed by the Aviation Team Lead.

4.1.1.5 Pilot

The responsibilities of the Pilot include:

- Conduct all operations within the regulations and guidelines established by federal, state, local, Aircraft Service Provider, and Company.
- Safe operation of his aircraft and safety of passengers.
- Conduct the aircraft safety briefing as per FAA, Service Provider, and Company policies.
- Conduct the carriage and distribution of passengers and cargo within the helicopter's limitations.
- Communicate all related information to Flight Following (passenger, payload, route, departure, arrival timings, and fuel endurance).
- Coordinate operations and capabilities with the BP Dispatcher.
- Coordinate arrival and departure times with the offshore installation.
- Maintain logs and records in sufficient detail to analyze the flight as a performance review.

4.1.1.6 Offshore Installation Manager (OIM), Supervisor, or Vessel Master

The responsibilities of the OIM, Installation Supervisor, or Vessel Master include:

- Coordinate all matters related to the safety of helicopter operations on the installation, drilling unit, or vessel.
- Ensure that all persons engaged in helicopter operations, or who are in or near the helicopter landing area, are under the immediate and effective control of the Helicopter Landing Officer (HLO).
- Ensure that the operational and emergency equipment required is provided and maintained in good working condition.
- Ensure that helideck personnel are adequately trained in helicopter emergency operations.
- Authorize all nonscheduled flights.
- Ensure that all helicopter passenger, freight movements, administration, flight booking, and coordination are undertaken safely and efficiently in line with current policy, as detailed in this guideline and all pertinent installation procedures.
- Coordinate the HLO and helideck crew on all aspects of helicopter operations on the installation.

4.1.1.7 BP Dispatcher

The responsibilities of BP Dispatcher include:

- Maintain the passenger movement system.
- Coordinate flight bookings and supervision of passenger check-in.
- Coordinate personnel movement to and from the installation in coordination with the OIM or Installation Supervisor.
- Coordinate air cargo movement to and from the installation with the OIM or Installation Supervisor.
- Ensure that all cargo transported on the helicopters have the correct documentation with regard to the hazardous material or dangerous goods regulations.
- Provide administration of passenger and cargo flight requirements.
- Provide daily oversight of the helicopters assigned to include shutdown requirements.
- Ensure all travelers have the necessary travel certifications prior to travel.
- Report of weekly planned and forecast schedules.
- Keep the Aviation Coordinator fully informed of all helicopter operations.

4.1.1.8 Administration Dispatcher/Clerk – Offshore Installation

The responsibilities of the Administration Dispatcher or Clerk include:

- Advise and coordinate with the BP Dispatcher all helicopter logistics needs. (This includes permission to shut the aircraft down on an installation.)

- Ensure that passengers are briefed for flight, and that passenger and cargo details are given to the BP Dispatcher and entered onto the flight manifest.
- Coordinate passenger movements in conjunction with the BP Dispatcher and OIM or Installation Supervisor.
- Provide control and check-in of all passengers and cargo, before departure and on arrival on board the installation. Update the BP Dispatcher with helicopter departure and arrival times, if requested. Generate a complete and accurate passenger and cargo manifest for flights from the installation.
- Generate documentation and packaging of cargo in accordance with the hazardous material and dangerous goods regulations and Company policy.
- Coordinate helicopter cargo movements in conjunction with the BP Dispatcher and OIM or Installation Supervisor.
- Advise the OIM or Installation Supervisor on all aspects of helicopter cargo handling and transport.
- Coordinate with the HLO and Radio Operator for helicopter movements and requirements.
- Advise the BP Dispatcher and OIM or Installation Supervisor on all passenger movements to and from the platform.

4.2 Compilation of Statistics and Records

The necessary statistics and records are compiled by the Aviation Team Lead to ensure that all data relating to helicopter flight is received, processed, and collated. All requests for statistical data are directed to the Aviation Team Lead and not the aviation service provider.

4.3 BP Aviation Assurance

BP Aviation Assurance throughout the Gulf of Mexico is maintained through a defined and implemented program of:

- Monthly on-site inspections of Aviation Service Provider and support facilities by BP aviation safety personnel to identify infractions and recommend timely corrections as necessary.
- Implementation of and adherence to the published BP "Gulf of Mexico (GoM) Contract Aircraft Guidelines" describing operational best practices pertaining to the safe use of contracted aircraft.
- Adoption of an incident reporting system openly informing concerned parties of occurrence and correction processes required to recognized and eliminate potential hazards to people and property in a timely fashion.
- Scheduled aviation safety meetings with aviation service provider's personnel to maintain a team working environment and reinforce BP aviation safety philosophy as a continuing effort to eliminate complacency.
- Maintain an open line of communication between BP management and aviation service provider's personnel to encourage open discussion, resolution, and elimination of potential aviation hazards.

4.4 Operating Categories and Usage

4.4.1 Use of Scheduled Airlines and Airline Safety

BP personnel who are traveling on business should use accepted airlines. These airlines have been subjected to a comparative review of relative risks. Information concerning accepted airlines may be found on the Aviation Services Website (http://bpaviationservices.bpweb.bp.com/airlines/default.asp).

4.4.2 Use of Joint Venture Partners Aviation Services

A check with Aviation Logistics should be conducted to determine acceptance of the aviation service, however generally BP personnel are restricted to GoM approved Aviation Service Provider whose aircraft and pilots have been previously vetted by Aviation Safety or GoM Aviation Assurance.

4.4.3 Use of Public Service or U.S. Government Aviation Resources

Public use aircraft are not generally subject to Federal Aviation Administration rules and policies. Unless authorized by Management of Change documentation Public Service aircraft should not be used. This does not preclude the use of Public Service or U.S. Government aircraft during an emergency or life threatening situation.

4.5 Helicopter Limitations and Performance

4.5.1 Limitations of the Helicopter

Contrary to general belief, a helicopter cannot climb vertically and carry out hovering maneuvers under all conditions. The performance of a particular helicopter while taking off, hovering, and landing is adversely affected by the following:

- The effects of increased weight upon the helicopter are self evident and cause strict weight limitations to be imposed, because of aerodynamic limitations and structural considerations.
- Increases in both altitude and temperature reduce air density. Under conditions of reduced density, the rotor system of a helicopter becomes less efficient, which means that its lifting ability or performance is reduced.
- As wind speed increases, the lifting ability of the rotor system increases. At a wind speed of approximately 15 knots or greater, the airflow pattern through the rotor system changes, and a phenomenon known as translational lift takes affect. The effect of this lift is to reduce the amount of power required for the helicopter to hover under a given set of conditions. Since the wind speed factor is not controllable, it cannot be taken into consideration at the planning stage. Although, wind blown during the actual operation becomes a bonus.

The worst conditions to operate a helicopter in are a hot and high altitude environment and at a high gross weight with no wind. This impacts our operations in the Gulf of Mexico during summer time when the outside air temperature is high and there is little or no wind. Therefore, the helicopter is restricted on the amount of weight it may carry. This results in passenger downloading during summer operations.

The aerodynamics of a helicopter are dependent upon the amount of excess power which is available under the prevailing air density, air temperature, gross weight conditions and orientation in relation to the prevailing wind. An excess in power is required to hover at approximately the ground cushion, so greater the available power is, increases the pilot's flexibility to choose a flight path.

Under conditions of maximum load, it would be unusual for the pilot to have that high flexibility and very strictly defined procedures or flight paths that must be followed. Therefore, the pilot may not be able to perform the following functions.

- Climb vertically to a high hover
- Take off in the safest direction, because take off is into the wind
- When landing, follow the safest route, because landing is also into the wind

The pilot must choose the appropriate operational profile consistent with both the limitations in the Aircraft Flight Manual, and the application of sound airmanship decisions to maximize the payload and cost effectiveness, but still conduct flights safely.

On occasions, it is necessary to reduce the payload to ensure the safety of the helicopter and its occupants during the critical stages of flight.

Each aircraft has different seating capacity with some up to 19 passengers. However, with the distance and fuel availability, the normal passenger load may be restricted. The Pilot is the final authority on passenger loading and transportation. Loads may also vary with weather conditions.

4.5.2 Twin Engine Helicopter Performance Considerations

Twin-engine helicopters spend a few seconds during the early stages of a takeoff, and the late stages of an approach to landing, when they will be unable to continue flight in the event of failure of one engine. There is a need to rapidly achieve full single engine flying capability on every takeoff, and the final speed reduction is delayed for as long as possible to maintain single engine flying capability on every landing.

Helicopter operators have access to aircraft performance data to enable safe operation at such critical periods in the flight and must comply with the principal performance requirements so that in case of a power unit failure, the safety of the aircraft and occupants remain assured in the ambient conditions.

In general, this means that following an engine failure, the aircraft can land again at the takeoff point, continue with landing at the intended landing point, or fly to a place where a safe landing can be made.

It is the responsibility of the installation and the helicopter operators to ensure that helicopters are operated in a way which minimizes exposure of the aircraft and occupants in the short critical period following a power unit failure during the initial stage of takeoff, or final stage of landing.

Due to the much greater reliability of turbine engines, and the increased power availability, only turbine-powered helicopters are used for offshore support operations in the Gulf of Mexico.

4.6 Helicopter Performance Standards

4.6.1 General

It is necessary that overall performance of helicopter operations be monitored for efficiency, cost effectiveness, and compliance. Relevant information from daily operations are collected and analyzed by the Aviation Team Lead to provide benchmarks and performance indicators for helicopter operations.

Various measures are used and these may change from time to time as operations mature and change. Benchmarks are established covering operational, fiscal, administrative, safety and personnel aspects of aviation operations. In addition to statistical analysis, the aviation service provider, their procedures, and the performance of the personnel involved in helicopter operations are reviewed. This is necessary to ensure that such operations are efficiently performed and that procedures are complied with in an adequate and safe manner. The Aviation Team Lead is responsible for executing planned checks of all procedures relating to helicopter operations and reporting those results to the Logistics Manager.

In addition, the Health, Safety, and Environment (HS&E) Department may perform audits of helicopter planning and operations and any other related procedures, in line with the Company policy.

4.6.2 Performance Criteria

4.6.2.1 General

Preference is given to Performance Class 1 (PC1), if available. In some operating environments, it may be possible to operate Performance Class 2 (PC2) helicopters to Performance Class 1 standards with minimal impact on payload. Performance Class 2 helicopters and procedures are used for all flight operations if Performance Class 1 is not advisable. Performance Class 2 procedures provide an increased level of operational safety in multi-engine helicopters. Where Performance Class 2 helicopters are used, the aviation service provider must be able to demonstrate, either separately, or as part of its overall risk assessment that the probability of power unit failure during the exposure time at take off and landing from helidecks is no greater than 5×10^{-8} per takeoff or landing. In regards to the offshore locations, flight profiles should be such that the exposure time in the event of an OEI condition arising is minimized.

4.6.2.2 Definition of Performance Class 1

Performance Class 1 helicopter is a helicopter with performance for critical power unit failure that enables it to land on the rejected takeoff area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

4.6.2.3 Definition of Performance Class 2

Performance Class 2 helicopter is a helicopter with performance for critical power unit failure that enables it to safely continue the flight, except when the failure occurs prior to a defined point after takeoff or after a defined point before landing, in which case a forced landing may be required.

All twin engine helicopters assigned to the Company are operated at a minimum to PC2 criteria. Certain helicopter types may not be able to achieve these performance criteria without a significant reduction in available payload. Variation and approval to operate helicopters to other than PC2 must be given in writing and it forms an integral part of the Operating Plan.

4.7 Support Assignments for Infrastructure

4.7.1 Provision from Company

The Company provides the following support to ensure that all helicopter operations to the GoM facilities are executed safely and efficiently.

- A landing area (helideck) complying with the relevant regulations. The Aviation Service Provider must review the helidecks for safety of operations on an annual basis. The Aviation Team Lead is provided with the documentation of that review by October 1st of each year.
- Serviceable refueling systems, when owned by Company.
- Comprehensive radio communication facilities with trained personnel to provide communications with all contracted aircraft and boats in the offshore environment and with shore-based facilities.
- Emergency response procedures sufficient to launch medical rescue, search and rescue (SAR), and evacuation flights at any time, for aircraft in distress or any other emergency.
- Offshore support personnel (such as helideck crew) trained in aspects of helicopter landing and take-off and in emergency response in the event of an aircraft emergency on the helideck.
- Personnel, both onshore and offshore, are familiar with procedures for processing and documenting passengers and cargo, and in using the flight documentation, including the carriage of hazardous and dangerous goods by air.

4.7.2 Aviation Service Provider Required Support

The following support is required by the Aviation Service Provider.

- Aircraft and specialized equipment that meet or exceed the requirements of this guide
- Aircraft maintenance in accordance with the manufacturers, the Company and aviation service provider's maintenance schedule conducted by trained licensed A&P mechanics with comprehensive shore-based workshop facilities
- Support aircraft and mechanics to undertake aircraft repair offshore in the event of an aircraft becoming unserviceable

- Personnel onshore trained in procedures for the processing and documentation of passengers and cargo, and in using the necessary flight documentation, including the carriage of hazardous and dangerous goods by air
- Training for all pilots as determined by the Federal Aviation Administration, General Operation Manual, and the Company guidelines
- Acceptable and serviceable refueling systems, when owned or utilized by the aviation service provider
- Supplemental training for offshore support personnel (such as HLO, helideck crew) on aircraft specific topics
- Specifically interviewed and accepted managers, pilots, mechanics, and support personnel as per this guide
- Facilities and services that meet or exceed the guidelines in this document
- Evaluate the latest aviation technology and advise Company on incorporation of the new technology into the existing operation.

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SECTION 5

Helicopter Operations

5. Helicopter Operations

5.1 Minimum Operational Performance

In addition to the minimum equipment recommendations and role-specific equipment the requirements in the following paragraphs should also be considered.

5.1.1 Piston Engine Helicopters

Piston engine helicopters are not authorized for use in the GoM aviation operations.

5.1.2 Single Engine Helicopters

Single engine helicopters must have authorization from the Logistics Manager and Aviation Team Lead to operate in the GoM.

5.1.3 Multi-Engine Helicopters with Single Engine Climb Performance:

Multi-engine helicopters capable of sustaining a 1% net climb gradient at or above the lowest safe altitude with one engine inoperative (OEI) and flown with two pilots should be used.

5.1.4 Multi-Engine Helicopters without Single Engine Climb Performance

Multi-Engine helicopters without single engine climb performance in cruise, or single engine helicopters, or single pilot helicopters should ONLY be used when the following conditions are met:

- Operations are Day VFR only, and for single engine helicopters, the aircraft is landed 30 minutes prior to official sunset.
- Acceptable Search and Rescue Services are available.
- Continuous Flight Following is maintained.

5.2 Support Assignments for Infrastructure

5.2.1 Provision from Company

Company provides the following support to ensure that all helicopter operations to the GoM facilities are executed safely and efficiently.

- A landing area (helideck) complying with the relevant regulations. The Aviation Service Provider must review the helidecks for safety of operations on an annual basis. The Aviation Team Lead is provided with the documentation of that review by October 1st of each year.
- Serviceable refueling systems, when owned by Company. The Aviation Service Provider must review the fuel systems for safety of operations and fuel QC on an annual basis. The Aviation Team Lead is provided with the documentation of that review by October 1st of each year.

- Comprehensive radio communication facilities with trained personnel to provide communications with all contracted aircraft and boats in the offshore environment and with shore-based facilities.
- Emergency response procedures sufficient to launch medical rescue, search and rescue (SAR), and evacuation flights at any time, for aircraft in distress or any other emergency.
- Offshore support personnel (such as helideck crew) trained in aspects of helicopter landing and take-off and in emergency response in the event of an aircraft emergency on the helideck.
- Personnel both onshore and offshore are familiar with procedures for processing and documenting passengers and cargo, and in using the flight documentation, including the carriage of hazardous and dangerous goods by air.

5.2.2 Aviation Service Provider's Support

The following support is required by the Aviation Service Provider.

- Aircraft and specialized equipment that meet or exceed the requirements of this guide.
- Aircraft maintenance in accordance with the manufacturers, the Company and Aviation Service Provider's maintenance schedule conducted by trained, licensed A&P mechanics with comprehensive shore-based workshop facilities.
- Support aircraft and mechanics to undertake aircraft repair offshore in the event of an aircraft becoming unserviceable.
- Onshore Personnel trained in procedures for the processing and documentation of passengers and cargo, and in using the necessary flight documentation, including the carriage of hazardous and dangerous goods by air.
- Training for all pilots, mechanics, and support personnel as determined by the Federal Aviation Administration, Aviation Service Provider's General Operation Manual, and the Gulf of Mexico (GoM) Contract Aircraft Guidelines.
- Acceptable and serviceable refueling systems, when owned or utilized by the Aviation Service Provider.
- Supplemental training for offshore support personnel (such as HLO, helideck crew) on aircraft specific topics.
- Specifically interviewed and accepted managers, pilots, mechanics, and support personnel as per this guide.
- Facilities and services that meet or exceed the guidelines in this document.
- Evaluate the latest aviation technology and advise the Company on incorporation of the new technology into the existing operation.

5.3 Minimum Pilot Staffing Medium and Transport Helicopters

Medium and transport helicopters must be staffed with two qualified and current instrument rated pilots.

5.4 Flight Crew

5.4.1 Pilot Decision Authority

Pilots have the final authority for determining if a flight (or proposed flight) is terminated due to deteriorating weather, darkness, or any condition affecting flight safety or degradation of mission.

5.4.2 Flight and Duty Times

Flight and duty time restrictions are designed to reduce the onset of cumulative fatigue in the aircrew. Therefore, it is essential that crew members are adequately rested at the beginning of each flying duty period to perform their duties satisfactory. Flight and duty time restrictions vary depending on geographical location, nature of the task, FAA Regulations, industry standards, Aviation Service Provider's restrictions, and Company risk assessment.

5.4.3 Fatigue Management Plan

The following crew rest and break guidelines are followed in order to minimize crew fatigue.

- Pilot work over (overtime) should not exceed four days beyond the regular work schedule.
- Weekly flight time (trailing 7 day period) should not exceed 50 hours.
- Pilots should be provided two rest breaks of 20 minutes (mid morning and mid afternoon) and a lunch break of at least 45 minutes during each duty day. The rest breaks and lunch period are free of all duty.
- Pilots that are assigned to offshore facilities should be provided private, clean, and quiet areas in order to obtain proper sleep and relaxation.
- Flight assignments requiring high workload, multiple takeoffs, and landing operations may be assessed for additional rest and break requirements, including relief pilot availability.

Local managers and dispatchers are required to monitor the daily routine of pilots in their area to ensure proper break and rest periods are enforced. Repeated failures to follow break and rest periods are reported to the Company aviation representative. The pilot and flight operations personnel are responsible to track flight and duty times to ensure compliance with the guidelines.

5.4.4 Pilot Assignment to Multiple Aircraft Types

Flying several types of aircraft on a day-to-day basis increases the inherent risks of incorrect responses by the flight crew in case of an emergency. This increased risk increases the likelihood of handling errors or errors of omission.

Flight crews must not be qualified in more than two types of aircraft. If the pilot is qualified in two types of aircraft, he cannot be assigned to fly both types on a day-to-day basis. If assignment to multiple types of aircraft is required, the pilot must be scheduled in blocks of days on a particular type. Recency of experience and type training must be closely monitored both by individual pilot(s) and the Chief Pilot of the Aviation Service Provider.

5.4.5 Pilot Information Reading File

The Aviation Service Provider establishes at each contract owner's home base and at each remote base facility, and Company locations, a pilot information reading file. The pilot reviews this file at the beginning of each work hitch for new safety or operational information. A method of recording the pilot's signature is used to confirm that the pilot reviewed the information.

The file contains, at a minimum, the following information:

- Copy of the appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and any local supplement, if required
- Job description specific for each aircraft assigned
- Safety meeting minutes and newsletters
- Aviation related safety alerts
- Miscellaneous Information
- Relevant flight safety, regulatory and other air NOTAM information.

5.4.6 Walk-Around Inspection and Preflight Duties

5.4.6.1 Pilot Preflight Actions

Pilots must report for duty in time to allow adequate time for preflight and flight planning duties.

Pilots are to conduct Preflight Inspections to ensure the airworthiness of the aircraft before departure, if it is not performed and signed off by a Maintenance Technician. Pilots are to conduct a final Walk-around Inspection to ensure that all tie downs are removed and stowed and that all cowlings are secured.

Pilots must compute fuel required for the flight using consumption criteria specified by either the manufacturer or Aviation Service Provider's "General Operations Manual".

Pilots must compute the maximum takeoff weight, and predicted climb performance for the aircraft for the ambient conditions using either the "Rotorcraft Flight Manual" or Aviation Service Provider's "General Operations Manual."

Appropriate work stands must be utilized when conducting pre-flight activities.

When conducting pre-flight actions offshore or at remote landing sites the pilot may conduct routine surveillance, limited light maintenance or maintenance required to allow an aircraft to return to an onshore base with the following criteria:

- The aircraft operator will identify the single point of authority for any work involving working at heights.
- A risk assessment must be completed involving the responsible BP manager(s) and the Aviation Service Provider, which takes into consideration the need to perform the work, wind conditions, moisture on the aircraft from rain or dew, and ambient lighting conditions.
- Personnel authorized to perform the work or inspection must be trained by the Aviation Service Provider and must have proof of training to do so.
- Personnel that will perform this work will have on appropriate personnel protective equipment, and no loose or bulky clothing.

- Three point contacts must be used when ascending and descending integral access steps.
- Only hand holds, toe holds, and built in work platforms from the aircraft manufacturer may be used. Only manufacturers' authorized non-skid material can be applied at the locations authorized on the aircraft.
- Aircraft that will be used in either offshore or isolated locations must have been inspected by the operator of the aircraft prior to departure from main base to ensure that all built in climbing provisions and work platforms are in working condition with appropriate non-skid material in place.
- All appropriate FOD (Foreign Object Damage) protection will be installed on the aircraft when work will take place.
- At all times, there will be a minimum of one ground based assistant who will be observing the work being conducted and is responsible to provide assistance to the individual(s) working at height.

5.4.6.2 Mechanics Preflight Actions

Mechanics must report for duty in time to allow adequate time for preflight, term helicopters.

Qualified A&P mechanics are to conduct Preflight Inspections to ensure the airworthiness of the helicopter prior to each flight where available for term helicopters. Mechanics are to conduct a final Walk-around Inspection to ensure that all tie downs are removed and stowed and that all cowlings are secured.

Appropriate work stands must be utilized when conducting pre-flight activities. When conducting pre-flight actions offshore or at remote landing sites the mechanic may conduct routine surveillance, limited light maintenance or maintenance required to allow an aircraft to return to an onshore base with the following criteria:

- The aircraft operator will identify the single point of authority for any work involving working at heights.
- A risk assessment must be completed involving the responsible BP manager(s) and the Aviation Service Provider, which takes into consideration the need to perform the work, wind conditions, moisture on the aircraft from rain or dew, and ambient lighting conditions.
- Personnel authorized to perform the work or inspection must be trained by the Aviation Service Provider and must have proof of training to do so.
- Personnel that will perform this work will have on appropriate personnel protective equipment, and no loose or bulky clothing.
- Three point contacts must be used when ascending and descending integral access steps.
- Only hand holds, toe holds, and built in work platforms from the aircraft manufacturer may be used. Only manufacturers' authorized non-skid material can be applied at the locations authorized on the aircraft.
- Aircraft that will be used in either offshore or isolated locations must have been inspected by the operator of the aircraft prior to departure from main base to

ensure that all built in climbing provisions and work platforms are in working condition with appropriate non-skid material in place.

- All appropriate FOD (Foreign Object Damage) protection will be installed on the aircraft when work will take place.
- At all times, there will be a minimum of one ground based assistant who will be observing the work being conducted and is responsible to provide assistance to the individual(s) working at height.

5.5 Helicopter Tie-Down

5.5.1 Installation Requirement

Helicopters are not to be left unattended at any time on helidecks unless; in case of a small helicopter, the main rotor properly tied down, and for a medium helicopter, the main rotor properly secured with a rotor brake or approved tie-downs.

All helicopters must be tied down to the center of the helideck when high winds are forecasted or encountered.

5.5.2 Removal of Tiedowns

Aviation Service Provider uses the following procedures to reduce the possibility of starting the helicopter engines with the main rotor tie-down still attached.

- Rotor Displacement

  Require pilots to displace the main rotor on two bladed helicopters to a position as near perpendicular to the fuselage as practicable when the tie-down is removed before starting the helicopter.

- Tie-Down Storage and Checklist

  Develop a standard storage position for the tie-downs and include in the pre-start checklist a reference to tie-downs removed and rotor displaced for a two-bladed helicopters.

- Tie-Down Inspection

  Require pilots to inspect tie-downs for frayed materials, worn metal, wear, corrosion, and general serviceability, and so on, during the daily preflight.

5.5.3 Tie-Down Visibility

Use brightly colored materials to enhance the visibility of the tie-downs where practicable.

5.5.4 Tie-Down Maintenance

All tiedowns must be kept in a ready state of repair.

5.6 Aircraft Checklist Use

Failure by flight crews to use aircraft checklist as per FAA Regulations or the Aviation Service Provider's Operator's Manual is considered grounds for flight crew dismissal.

5.7 Seat Belts and Shoulder Harnesses

All crew members and passengers are required to wear lap belts during all flights; in addition shoulder harnesses must be worn if the aircraft are so equipped. Pilots are

not to take off unless all passengers are wearing properly secured shoulder harnesses and lap belts.

5.8 Hours of Operation

5.8.1 Single Engine Helicopters

Single-engine helicopters must land at the final destination helideck or heliport 30 minutes prior to official sunset.

5.8.2 Twin Engine Helicopters

Twin-engine helicopters must land at the final destination helideck or heliport prior to official sunset.

A twin engine helicopter operated and maintained under IFR may be granted a continuing authorization to take off a maximum of one hour prior to sunrise. The Aviation Team Lead, Aviation Coordinator, Logistics HSE Coordinator, or Logistics Manager along with the receiving facility must authorize the operation.

5.8.3 Night Helicopter Operations

Night helicopter flights, other than emergency medical evacuation or Search and Rescue, require prior approval through the appropriate Performance Unit Leader for the Installation and one of the following; Aviation Team Lead, Logistics HSE Team Lead, or Logistics Manager.

5.8.3.1 Minimum requirements for night flights:

Only IFR equipped aircraft flown with two IFR and night qualified pilots is authorized for night flights. Both crew members must be current in both IFR and night operations.

Night operations are restricted to helidecks or landing areas that are properly lighted.

All routine night passenger transport flights must be planned, filed, and flown IFR. IFR departures and approaches are flown and completed fully with reference to published procedures, without distractions of completing paperwork, and etc., in the cockpit.

5.9 Flight Scheduling - Routine and Non-Routine

The procedures listed below are used to request and schedule aviation services to provide safe, efficient and cost effective utilization of our contracted aviation transportation services on a continuing "ad hoc" basis and to guarantee only Company accepted aircraft and Aviation Service Provider are used. Aviation Service Provider have been notified not to accept flight requests that are not in compliance with these procedures.

5.9.1 Personnel Authorized to Release Flights

The Aviation Dispatcher may release flight activity based on the published flight schedule. This includes modifying the flight schedule to meet demands caused by delays, emergency requirements, and weather activity.

All non-scheduled activity, except emergency flights or Search and Rescue, will be authorized by the Aviation Coordinator or Aviation Team Lead.

All emergency or Search and Rescue flight requests should be released by the aviation dispatcher using the appropriate aviation assets. The dispatcher shall inform the Aviation Coordinator as soon as practical of the emergency flight activity.

5.9.2 Scheduled Flights

These are the planned flights, which support the day-to-day operation and are scheduled by the Aviation Coordinator. Flight schedules are implemented by the Aviation Dispatcher. The Aviation Team Leader works with the Aviation Coordinator and offshore installation managers to determine flight needs and to develop and approve the flight schedule.

5.9.3 Nonscheduled Support Flights (Ad hoc)

Ad hoc flights are flights that may be required when additional personnel are required on short notice or the transport of urgent cargo is required. All ad hoc flights are initiated by the offshore managers and coordinated through the Aviation Dispatcher. The Aviation Dispatcher coordinates the requirements with the Aviation Coordinator to determine the most effective means of accomplishing the ad hoc flight request.

5.9.4 Shared Flights

These are the shared flights with other oil and gas operators and may be scheduled or non-scheduled flights. The Aviation Coordinator schedules shared flights after consultation with the Aviation Team Lead.

5.9.5 Night Flight

A night flight must be requested and authorized by the appropriate Performance Unit Leader and the Logistics Manager or Aviation Team Lead if a need arises for a flight outside the normal hours of operations (other than emergency medical evacuation or Search and Rescue).

5.9.6 Emergency/Medical Evacuation Flights

These are flights in support of an incident or emergency response. The Shore Base Dispatcher will be the single point of contact for all Search and Rescue, emergency or medical flights. A priority service provider is established for this type of flight, dependent on the provider's capabilities.

5.10 Authorized Landing Sites

5.10.1 Acceptable Landing Sites

All landings of contracted helicopters are made only to the pre-surveyed and accepted landing sites. Acceptable landing sites include the following:

- FAA approved permanent airports and heliports
- Offshore Helidecks.
- Temporary landing sites that are accepted by the Company and by the pilot, after air reconnaissance, can be utilized if the pilot determines the landing can be safely accomplished. Temporary landing sites that were previously accepted or used are often unsupervised and should be approached with caution. Conditions on-site can change rapidly, due to changes in weather or on site relocation of equipment.

5.10.2 Registration of Landing Sites

Temporary landing sites usually do not require registration by the FAA or State. However, if these sites are designed for permanent or frequent use, Aviation Services are contacted to assist in design and appropriate registration of the site.

5.11 Aircraft Starting-Medium and Transport Aircraft

A Ramp Attendant is present with a fire extinguisher until completion of the start sequence when the aircraft is started with passengers on board. The Ramp Attendant is responsible for disconnecting ground power (if used) and securing the external power receptacle door after use. The Ramp Attendant moves ground power units away from the aircraft and is responsible for giving the pilot a radio call followed by a "thumbs up" sign indicating that the area immediately surrounding the aircraft is clear. The Ramp Attendants uses a headset plugged into the aircraft intercom system to communicate with the pilot, if available.

5.12 Local Air Traffic Procedures

The aviation contractors shall develop local traffic procedures and provide copies to Company, as appropriate.

5.12.1 Populated Areas

Pilots should select a flight path that provides for a safe emergency landing area that prevents damage to persons or property on the ground and the opportunity for a safe emergency landing when operating a single engine or multi-engine aircraft that is unable to sustain flight if one engine fails. Aviation Service Provider designate flight routes that are used to provide this emergency capability if flights are routinely conducted over congested areas.

5.12.2 Industrial Areas (Gas Plants and Refineries)

The same standards apply to flights near onshore flare stacks at gas plants and refineries as well as flare stacks offshore. Pilots are to avoid flight downwind of all flare stacks and circumvent industrial areas whenever possible.

5.13 Hot Seating

A qualified pilot must remain at the controls until the engine shuts down, and the rotors come to a complete stop.

5.14 Safety under the Rotor Disc on Offshore Helidecks

The movement of passengers to and from a helicopter while the rotors are turning may be considered a normal activity. However, guidelines must be followed by all concerned if accidents and injuries are to be prevented.

5.14.1 Degree of Risk

The degree of risk is dependent on many factors, including:

- The height of the rotor disc
- Rotational speed of the blades
- The wind
- The stability of the vessel on which the helicopter has landed
- The size of the helideck
- The position of access points
- Whether the helicopter is being operated by one or two pilots
- The activity taking place

5.14.2 Height of Rotor Disc

The height of the rotor disc varies from type to type but in all cases the tip path plane is lowest at the front of the aircraft. On some helicopters, such as the S76, the disc is so low at the front that even under normal conditions it can only be safely entered at right angles to the fuselage. All S76 aircraft, on term contract to the Company must have a mechanical cyclic stop device to maintain a level rotor during ground operations.

5.14.3 Rotor Speed

The main rotor, below normal flight idle speed, can cause severe blade flapping to occur when accelerating or decelerating. Blade tips can dip to near ground level in extreme cases. Personnel must never enter the rotor disc area whenever the pilot is starting up or stopping the rotor.

5.14.4 Effect of Wind and Movement of Helideck

Gusting winds can cause the disc height clearance at the front of any helicopter to be decreased to unsafe levels. Pitch and roll movements of the helideck (where the helicopter has landed on a mobile installation) can compound the problem.

Confusion may exist as to which type of helicopter is on deck and as to whether its rotors are particularly affected by the wind. Accordingly, all helicopters regardless of type are approached at right angles to the fuselage at all times, unless specific, contrary instructions are issued by the pilot or HLO.

5.14.5 Size of Helidecks and Position of Access Points

The area of deck outside the rotor disc on normally unmanned platforms is greatly reduced as helidecks tend to be of minimum size. On larger helidecks, where the pilot is unable to land the helicopter with the passenger door adjacent to a helideck access due to cross wind limitations, the passengers can walk outside the disc area to a safe entry point is reached before boarding the helicopter . On small helidecks, this may not always be possible, and other than emergencies, the landing is abandoned.

5.15 Survival Equipment

Survival equipment appropriate for the environmental conditions is required for over water flights regardless of gliding distance to land.

5.15.1 Aircraft Crew

All pilots wear an approved personal floatation vest and the following items are contained in the vest survival kit:

- Emergency Radio: A buoyant emergency position indicator radio beacon (EPIRB) for use in the event the emergency locator transmitter (ELT) cannot be accessed, preference will be given to 406 capabilities.
- Survival Equipment: Minimum of strobe light, signaling flare, hypothermia bag, and whistle.

5.15.2 Passengers

Passengers wear an USCG or FAA approved inflatable personal floatation vest and a hypothermia bag, whistle, and emergency light are contained within the vest.

5.15.3 Life Rafts

Every aircraft is equipped with a life raft capable of loading all passengers and crew. Reversible rafts are desirable, but not required. Medium or larger transport helicopters have at least two rafts. Life rafts are located inside the passenger cabin with easy passenger access, if the aircraft is not equipped with fuselage deployed life rafts. Pilots and mechanics, as part of their preflight checks, verify that mounted rafts are properly tethered to the fuselage. The tether must be a color-coded tie wrap with a break away capability of 50 pounds or less. The pilot and mechanic must preflight check the tie wrap to ensure the proper color and that the tether is installed properly. The pilot must not allow the passengers to remove the tether to load or unload baggage.

5.15.4 Aircraft Survival Kit

All aircraft are equipped with a survival kit. In single engine aircraft, this kit may be separate from the life raft, but it must have flotation capability. Twin-engine helicopter life rafts include a survival kit that contains necessary life support items. All helicopter life raft survival kits include a buoyant EPIRB transmitter with beacon capability.

5.16 Unauthorized Passenger

Only personnel on Company business may be permitted onboard the helicopter. Picture IDs must be checked for all passengers inbound or outbound to the Company facilities.

5.17 Passenger Briefings

5.17.1 General Briefing Information

In addition to those items prescribed in Federal Aviation Regulations, the items listed below are briefed by the pilot prior to flight and are covered in sufficient detail to make certain passengers understand how to operate essential equipment. Briefing cards are used to explain aircraft/equipment operation and to emphasize differences between aircraft.

- Emergency Transmitters: Passengers will be briefed on location of Emergency Locator Transmitter (ELT) and pilot Emergency Position Indicator Radio Beacon (EPIRB) (if equipped) and procedures for activation.
- Emergency Exits and Egress: Pilots make certain that passengers seated adjacent to the emergency exits and rafts are informed in the operation of the rafts and exits in case of an emergency. Pilots also ensure that the passengers are briefed on appropriate points of reference to use for egress in case of water immersion landing. Passengers who have completed helicopter underwater escape training are asked to sit adjacent to emergency exits.
- Passengers are advised that in the event of a water landing, the helicopter must not be evacuated until the rotor has stopped unless instructed otherwise by the pilot.
- Passengers are told not to inflate life vests until they are outside the aircraft.
- Aircraft Survival Equipment: Passengers are briefed on the location of all onboard survival equipment this includes first aid and survival kits, rafts, radios, life vest, and survival weapon, if appropriate.
- Available Crew Time: Passengers are briefed on crew flight time limitations to include time constraints for the return flight required to comply with the night flying policy, if applicable.
- Personal Flotation Device: For over water flights, all crew members and passengers aboard aircraft wear FAA approved personal flotation device, regardless of distance from land.
- Passenger loading and unloading: Passengers are not to approach the aircraft for loading until directed to do so by the pilot. It is the pilot's responsibility to have positive visual contact with approaching passengers. Passengers must not disembark until instructed to do so by the pilot. Passengers are to use three points of contact (two hands, one foot or both feet, and one hand) when entering or exiting aircraft.
- Smoking: Smoking is prohibited on or near the aircraft.
- Hearing Protection: passengers and crewmembers must wear hearing protection on all flights.
- Hazardous Cargo: Passengers are reminded not to transport hazardous materials in personal baggage or without proper disclosure.
- Passenger Awareness and Communication: Passengers are encouraged to mention to the pilots any hazard they perceive concerning the aircraft operation. Examples include other aircraft, and obstacles such as wires.

5.17.2 First Time Passengers

All first time passengers shall be brought to the pilot's attention. The pilot must appoint a mentor for this passenger who will brief the first time passenger as necessary on extra precautions, assists in egress both normal and emergency, and guides the passenger through the flight process.

5.17.3 Passengers without HUET Training

Unless a waiver is granted by the installation, HUET training shall be completed prior to offshore travel. If a waiver is granted the pilot must appoint a mentor for this passenger. The mentor shall brief the passenger without HUET as necessary on extra precautions, assist in egress both normal and emergency, and guide the passenger through the flight process.

A passenger without HUET training shall not be assigned seating adjacent to a normal or emergency exit.

5.18 Onshore Takeoff Procedure

Pilots are required to perform all takeoffs from a prepared surface area when available. Short takeoffs which do not use all the available area are not authorized unless operating from a runway intersection at an airport where sufficient safe reject distance is calculated and is available.

All takeoffs in twin engine aircraft must be conducted using Performance Class 2 (PC2) procedures and the appropriate decision point calls are made by the pilot not flying. Operations into or out of areas where PC2 operations are not possible (confined areas) must be approved by the Aviation Service Provider's Director of Operations and coordinated with the Aviation Team Lead or the Aviation Assurance Advisor.

5.19 Supplemental Landing Lights Operation

Aircraft lights are ON to enhance aircraft identification during the following situations. (Pulse lights may be used to meet this requirement.)

- During take off and landings.
- In congested helicopter and airplane traffic areas.
- During reduced visibility.
- Anytime safety could be enhanced.

5.20 Single Engine or Single Pilot Restricted Area of Operations

When operating outside the "Normal Offshore Area of Operations", unless otherwise noted below, all restrictions or operating practices must be applied.

When "Single Engine or Single Pilot Operations to Remote Areas Offshore" is required the Aviation Team Lead or Aviation Assurance Advisor shall be involved with the decision concerning flights into the designated areas.

The following are operational considerations that must be performed or considered when considering flight of a single pilot helicopter to remote areas offshore:

5.20.1 Operations outside the Normal Area of Operations

Flight activity outside the "Normal Offshore Area of Operations" may be conducted with the restriction and limitations listed in this Section 5.20.1.

The "Normal Offshore Area of Operations" is defined as operations inside the area bound by lines connecting the following checkpoints and the beach line:

- N29°00' W87°20'

- Offshore IFR Grid System Intersections
  - BFMLG
  - GPTLH
  - GLSCH
  - PSXCJ
- N26°00' W96°00'

5.20.2 Ceiling, Visibility and Go-No-Go Decisions Points

If a flight is requested outside the Normal Offshore Area of Operations when the ceiling is less than 800' or flight visibility is less than 5 Statue Miles then the request should be denied and the flight rescheduled. To the extent special authorization is requested, it may be granted under a waiver process with specific flight path or operating procedures documented.

If a flight is requested outside the Normal Area of Operations when the ceiling is greater than 800' and visibility is greater than 5 Statue Miles the flight may be assigned after an agreement on operating parameters is established with the Aviation Team Lead or Aviation Assurance Advisor. Authorization must be granted under the waiver process.

Areas that must be used for the Go-No-Go decision must include wind speed, water temperature, sea state, temperature and dew point, available rescue resources, available alternate landing areas, weather forecast, communications, helicopter equipment, and other potential hazards to flight operations.

5.21 Helicopter Flight Altitudes

Weather permitting, pilots are encouraged to fly at the altitudes noted below which were developed by mutual agreement among helicopter operators in the Gulf of Mexico through the Helicopter Safety Advisory Conference (HSAC).

5.21.1 Field Operations

Helicopters working within an offshore field use altitudes exceeding 500 feet or lower than 300 feet (except for takeoff and landing) without compromising safe operating altitudes.

5.21.2 En Route Operations

Helicopters operating below 750 AGL avoid transitioning through offshore fields.

Helicopters en route to and from offshore locations below 3,000 feet, if the weather permits, should use altitudes as outlined below:

Magnetic Heading	Altitude
0 - 179 degrees	750 feet
	1,250 feet
	1,750 feet
180 to 359 degrees	2,250 feet
	2,750 feet

Helicopters operating above 3,000 feet refer to the guidelines published in the current applicable FARs and the AIM.

5.22 Flight Following

5.22.1 Flight Plans

A flight plan is filed with a Flight Following Facility for every flight. The flight plan is opened when the pilot makes an initial contact. A copy of the flight manifest is left at attended locations. Minimum information required on a flight plan includes:

- Aircraft tail number or call sign
- Number of people on board (Total including crew).
- Point of departure
- Route of flight (detail route of flight)
- Estimated time en route and estimated time of arrival (ETA)
- Fuel on board
- Anticipated delays (What stops are being made?)

5.22.2 Closing Flight Plans

Pilots are responsible for closing their flight plans. Call the designated Flight Following Facility by phone, if unable to do so by radio upon landing.

5.22.3 Communications

Airborne Aircraft: Aircraft must give a position report every 15 minutes, when possible, stating the location either by known geographical point or by latitude and longitude along with the present altitude (Exception may be granted on a case-by-case basis to the voice communications requirement if the aircraft is equipped with an electronic position-reporting device). If an aircraft has not called in after an additional elapsed time of 5 minutes or 5 minutes after ETA, whichever is sooner, Flight Following Facility initiates the overdue aircraft procedures.

5.22.4 Pilots Maintaining Communication – 2 hour checks

Aircraft Shut Down: Pilots contact the Flight Following Facility and update their status and the expected departure time before shutting down at remote locations or helidecks. As a minimum requirement, aircraft must maintain a 2-hour contact with the Flight Following Facility. This may require lifting off to achieve communications. Prior to a routine shutdown offshore the pilots must advise the company dispatcher. Under normal conditions the dispatcher shall be the only person to authorize a shutdown offshore for medium and transport helicopters. This restriction does not apply to stop-the-job, unsafe condition, emergency situations, or when the pilot deems it is necessary.

5.22.5 Flight Following Facility Responsibilities

Follow each flight movement with a computerized tracking system. If a computerized system is unavailable, manual flight strip entries must be used.

Activate the overdue aircraft, aircraft accident or Medivac checklist as necessary. This procedure must be used unless the Company approves the Aviation Service Provider's plan.

Solicit weather reports for pilot briefings.

Maintain communications as outlined in these guidelines.

5.23 Special Flight Restrictions

5.23.1 National Parks, Monuments, Seashores, and Recreation Areas

"All aircraft are requested to maintain a minimum of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lake shores, Recreation Areas and Scenic River ways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness Primitive Areas administered by the U.S. Forest Service."

5.23.2 Flight in Environmentally Sensitive Areas

Protection of endangered species and over-flight of these and other environmentally sensitive areas are a serious concern. Infringements in these areas can be disruptive to both wildlife and people using the areas, and are therefore to be avoided when possible. Guidelines are included in the following.

5.23.3 Noise sensitive areas

FAA Advisory Circular 91-36C: "Encourages pilots making flights near noise sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths which will reduce noise in such areas."

5.23.4 Beach Over-Flights

All of the General Operating and Flight Rules of 14 CFR 91, including FAR 91.119 "minimum safe altitudes," must be complied with at all times. Avoid flight in public beach areas when practicable to avoid injury to personnel working on beaches and unnecessary wildlife disturbance.

5.24 Aircraft Relocation and Diversion

Company contracted aircraft will not relocate or depart on a flight that has not been approved by a Company Representative. Pilots shall contact the appropriate Company Representative before relocating to a position or home base not indicated on the daily flight schedule.

5.25 Radar Altimeter Use for VFR Flights

Recommended altitude settings: During take-off the DH bug should be set to the first turn altitude or safe autorotation altitude for single engine helicopters. The minimum turn altitude should not be less than 300'. The altitude bug should progressively be reset until reaching cruise altitude except VFR helicopters which should have the bug set to 500' or minimum enroute altitude. During approach the bug should be set to next assigned altitude or for single engine operations to 300' or last turn altitude. In single engine helicopters once past the last turn altitude of 300' the altitude bug should

be set to 100'. It is recommended that single engine helicopters not make any turns greater than 30 degrees below 300' altitude.

The altitude warning system should not be deactivated or circumvented.

5.26 Stabilized Take-off and Approach

A stabilized take-off means that the helicopter must maintain proper climb speed, rate, flight path, and configuration during the initial stages of a take-off. Using excessive pitch, roll, or yaw corrections indicates an unstabilized take-off. An unstabilized take-off is one that fails to maintain appropriate airspeed (Vmin IFR or best rate of climb), failure to maintain a positive rate of climb or exceeds flight manual limitations, or heading deviations greater than 20 degrees without appropriate correction. Unless otherwise required by the Aviation Service Provider, upon recognition of an unstabilized take-off the pilot not flying (PNF) should take the controls and announce "I have the controls".

A stabilized approach means that the helicopter must maintain proper stabilized approach speed, descent rate, flight path, and configuration during the final stages of a approach. Using excessive pitch, roll, or yaw corrections indicates an unstabilized approach. An unstabilized approach is one that fails to maintain appropriate airspeed, failure to maintain an appropriate rate of descent, failure to maintain an appropriate rate of closure, any time the crew suspects something is not right, exceeds flight manual limitations, or heading deviations greater than 20 degrees without appropriate correction. Unless otherwise required by the Aviation Service Provider, upon recognition of an unstabilized approach the pilot not flying (PNF) should take the controls and announce "I have the controls".

5.27 Helicopter Flight during Instrument Meteorological Conditions

During IFR operations only instrument rated twin engine aircraft equipped for dual pilot IFR operations may be utilized. The flight crew must consist of two IFR qualified and current pilots for IMC flight conditions or during night flights.

Weather minimums shall be as prescribed in Federal Aviation Regulations and the Aviation Service Provider's Operations Manual.

5.28 Helicopter Fuel Requirements

While parameters covering all circumstances cannot be clearly laid down, the following should be used as guidance for fuel planning unless otherwise stated in relevant regulations or Aviation Service Provider's Operations Manual.

5.28.1 Fire Retardant Clothing for Refueling Operations

All personnel involved with helicopter refueling must wear fire retardant clothing (FRC).

5.28.2 Pilot Refueling Operations

Aircraft refueling and de-fueling shall be performed by qualified ground personnel in accordance with the Aviation Service Provider's "Fuel Management Manual". Flight crews are not normally expected to conduct refueling and de-fueling operations. A manager with operational control and aviation logistics must approve any exceptions to this guideline.

5.28.3 Fuel Reserves

Pilots are encouraged to fly at an altitude where the helicopter is the most fuel efficient. At a minimum, fuel should be planned for the lowest altitude that can be consistently maintained by the helicopter.

5.28.3.1 All Helicopters

Fuel reserves must be computed on the basis following basis described below.

5.28.3.1.1. Onshore VFR Fuel Supply

Onshore VFR flight requires a 30 minute reserve for VFR. Onshore IFR flight requires 30 minutes plus 10% trip fuel, but no less than 45 minutes.

5.28.3.1.1.1 Onshore with alternative landing area always in sight

- When the destination is a refueling point there must be sufficient fuel to complete the flight with a 30 minute fuel reserve.
- If the destination is not a refueling point then sufficient fuel to the destination then on to a refueling point plus a 30 minute fuel reserve.

5.28.3.1.1.1 Onshore without alternative landing area always in sight

- Sufficient fuel to complete the flight with adequate fuel to an alternate airport or heliport with refueling capability from any point on the flight, with a 30 minute reserve.
- If the destination is not a refueling point then sufficient fuel to the destination and on to a refueling point plus a 30 minute fuel reserve.

5.28.3.1.2. Offshore VFR Fuel Supply

5.28.3.1.2.1 Ceiling and Visibility–less than 1,000' and/or 5 NM

Sufficient fuel is required to complete the flight to the offshore destination and then to an onshore refueling destination with a 30-minute reserve (Beach plus 30).

When a Federal Aviation Administration or National Weather Service approved weather station is within 10 NM of the offshore destination the ceiling restriction may be reduced to less than 500'.

5.28.3.1.2.2 Ceiling and Visibility–equal to or greater than 1,000' and/or 5 NM

When a Federal Aviation Administration or National Weather Service approved weather station is within 10 NM of the offshore destination the ceiling restriction may be reduced to "equal to or greater than 500'".

Prior to utilizing the "One-way Fuel" reserves the pilot must obtain permission from a manager with operational control. The permission may be granted on a one time basis or to a particular installation on a continuing basis. Prior to issuance of One-way Fuel authorization the manager with operational control shall have the approval accepted by Aviation Logistics (Aviation Assurance Advisor or equivalent).

5.28.3.1.2.3 Winds 20 Knots or less

Sufficient fuel to complete the flight to a refueling destination and then on to another suitable refueling landing area while maintaining a 30 minute fuel reserve (one way fuel).

5.28.3.1.2.4 Winds greater than 20 Knots

Sufficient fuel to complete the flight to a refueling destination and then on to another suitable refueling landing area while maintaining a 45 minute fuel reserve (one way fuel).

Note: Suitable landing site means a helideck or other approved landing area which is of sufficient size and weight bearing capacity for the helicopter.

Note: Open water shall not be considered an alternate landing area.

5.28.3.1.2.5 One-way fuel procedures

A point of No Return (PNR) shall be identified on each flight where one-way fuel is carried.

Prior to passing the PNR, the crew shall;

- Verify, to the extent possible considering weather reports or personal observation that the destination is at or above VFR weather minimums.
- Verify that the destination helideck will be clear and available for landing.
- Determine what landing options exist after passing PNR in the event of an emergency or malfunction.
- The PNR is defined as that point where the helicopter can no longer reach the nearest beach location with a 30 minute fuel reserve.
- When communications with the destination is not possible, the PNR procedures shall be assumed to the destination, missed landing, and flight to the alternate.
- If these conditions can not be met, sufficient fuel will be required to return to the beach from any point on the flight, with a 30 minute fuel reserve.

Note: The required verifications should be conducted by means of direct radio or telephone contact with the destination where possible. An alternative method may be a relay by the aviation dispatcher if direct communications is not possible.

5.28.3.1.3. IFR fuel reserves

Sufficient fuel shall be available to proceed to the final destination and then to a suitable alternate with a 45 minutes fuel reserve.

5.28.3.1.4. Pilot's Discretion

The fuel requirements prescribed above must not prohibit the Pilot from carrying additional fuel if, in their opinion, weather or other operational considerations justify carrying additional fuel. Additional fuel or contingency fuel is normally 10% more than the flight plan requires.

5.29 Use of Offshore Alternates

The reliance on offshore installations as alternates should be avoided wherever possible and is only acceptable in certain circumstances when the onshore alternative is unacceptable. A manager with operational control and the Aviation Assurance Advisor or Aviation Team Lead shall be consulted prior to use of an offshore alternate. As a minimum, the following conditions need to be met:

- An offshore alternate shall be used only after reaching a Point of No Return (PNR). Prior to PNR, onshore alternates shall be used.

- One engine inoperative landing capability shall be attainable at the alternate.
- Deck availability shall be guaranteed. The dimensions, configuration and obstacle clearance of individual helidecks, or other sites, shall be assessed in order to establish operational suitability for use as an alternate by each helicopter type.
- Weather minima shall be established taking accuracy and reliability of meteorological information into account.
- An offshore alternate shall not be selected unless the Aviation Service Provider has published a procedure in their Operations Manual approved or accepted by the regulatory authority.
- When operating offshore, any spare payload capacity should be used to carry additional fuel if it would facilitate the use of an onshore alternate.
- The offshore landing environment of a helideck that is proposed for use as an Offshore Alternate should be pre-surveyed and, as well as the physical characteristics, the effect of the wind direction and strength, and turbulence established. This information, which should be available to the pilot at the planning stage and in flight, (including the orientation of the helideck). The alternate helideck should meet the criteria for size and obstacle clearance appropriate to the performance requirements of the type of helicopter concerned.
- The use of an offshore alternate is restricted to helicopters that can achieve one engine inoperative (OEI) in ground effect (IGE) hover at an appropriate power rating at the offshore alternate. Where the surface area of the offshore alternate helideck, or prevailing conditions (especially wind velocity), precludes an OEI in ground effect (IGE) hover than the OEI out of ground effect (OGE) hover performance at an appropriate power rating should be used to compute the landing mass/gross weight. The landing mass/gross weight should be calculated from graphs provided in the relevant part of the Aircraft Flight Manual. When arriving at this landing weight, due account should be taken of helicopter configuration, environmental conditions and the operation of systems that have an adverse effect on performance. The planned landing weight of the helicopter including crew, passengers, baggage, cargo plus 30 minutes of fuel reserve, should not exceed the OEI landing weight at the time of approach to the offshore alternate.
- When the use of an offshore alternate is planned, an operator should not select a helideck as a destination or offshore alternate unless:
  - The forecast indicates that, during a period commencing one hour after the expected time of arrival at the destination and offshore alternate the weather conditions will be at or above the following planning minima:
  - Cloud base 600 ft (180 m) day/800 ft (240 m) night
  - Visibility 2.5 miles (4 km) day/night
  - Where fog is forecast, or has been observed within the last two hours within 60 nm of the destination or alternate, offshore alternates should not be used.
  - Before passing the point of no return (PNR), which should not be more than 30 minutes from the destination, the following actions should have been completed:

- confirmation that navigation to the destination and offshore alternate can be assured;
- radio contact with the destination and offshore alternate has been established;
- the landing forecast at the destination and offshore alternate has been obtained and confirmed to be above the required minima;
- the requirement for one engine inoperative landing has been checked to ensure that they can be met;
- to the extent possible, having regard to information on current and forecast use of the offshore alternate and on conditions prevailing, the availability of the offshore alternate should be guaranteed by the rig operator in the case of fixed installations and the owner in the case of mobiles until landing at the destination, or the offshore alternate, has been achieved (or until offshore shuttling has been completed).

5.30 Weather

5.30.1 Purpose

The purpose of the weather guide is to provide open dialog between the Aviation Service Provider, field management, and Logistics when weather conditions become marginal for normal helicopter operations. The dialog may identify mitigating measures necessary to continue flight operations at an equivalent level of safety or result in the decision to suspend flight operations.

5.30.2 Winds

A normal wind condition for helicopter operation is 40 knots however, restrictions may be necessary for local conditions or circumstances. Refer to Table 12.32-1, "Helicopter Adverse Weather Guidelines."

5.30.3 Turbulence

Flights will not be performed into forecast or known severe turbulence. Flights may be conducted at the pilot's discretion, if current weather reports differ from the forecast and indicate that severe turbulence is not to be encountered on a planned flight route. The flight will be terminated, if severe turbulence is encountered or reported for the flight route during the flight.

5.30.4 Adverse and Cold Weather Operations

5.30.4.1 General

Adverse weather can exceed aircraft operational limits or affect safe helideck operations. Factors such as wind, temperature, precipitation, sea state, visibility, cloud ceiling, rescue capability, and darkness need to be considered. When any of these adverse factors are present prior to flight release a discussion between the Aviation Team Lead and the Aviation Service Provider should be conducted. Prior to any additional flights a mutual agreement between these parties should be reached in determining if operations will continue or cease. If the weather conditions deteriorate while a flight is ongoing the Pilot shall make the go-no-go decision and consult his immediate supervisor before continuing other flight operations.

5.30.4.2 Decision Zones

The three zones of decision concerning flight operations and adverse weather that is used in this evaluation are: Routine Operations, Company Review and Intervention, and Unsafe Operating Limits. These are illustrated in Table 5.27.4.1, "Helicopter Adverse Weather Guidelines."

- Routine Operations

  Weather conditions that permit the pilot and dispatcher unrestricted flight operations.

- Company Review and Intervention

  Weather conditions that require field management and aviation logistics to work with the management of the Aviation Service Provider to determine level of flight operations permissible.

Factors considered are:

- Safe movement of passengers and operation of the helicopter at the landing and departure points. Determination of any specialized passenger handling requirements.
- Rescue provisions provide a reasonable expectation of rescue, both en route and at the landing site, in the event of a forced landing.
- Degree of urgency of the proposed flight.
- Unsafe Operating Limits
- Weather conditions that when reached do not permit continued flight operations.

5.30.4.3 Flight Operation Conditions and Decision Zones

Flight operations can continue using the aircraft and guidelines allowed for that zone, if conditions are within the parameters described for each zone. If conditions become marginal for that zone, then the Aviation Service Provider and Aviation Service Provider's Manager with operational control must discuss whether the current operations should continue as prescribed for that zone or if the more stringent criteria in the next zone should be used. Both parties should be in agreement for operations to continue.

5.30.4.4 Conditions Exceed Zone Criteria:

The parameters for the next zone will be used, if conditions exceed those outlined for a particular zone.

Table 5.28.4.4.1: Helicopter Adverse Weather Guidelines

ZONE	ZONE WEATHER CRITERIA	AIRCRAFT MODEL									NOTES FOR OPERATION IN EACH DECISION ZONE
		206	AS350	AS355	BO105	B412	S76	S61	AS332	S92	
Routine Operations	Mean Wave Ht. Below 10' Water Temp +50 F or above Single engine operations: Maximum winds sustained 40Kts Maximum wind gusts to 15 Kts Ceiling 500' and Visibility 3 miles offshore Twin engine operations: Maximum winds sustained 40 Kts Maximum wind gusts to 15 Kts Ceiling 400' and Visibility 2 miles offshore IFR operations according to approved Ops. Specs.	x	x	x	x	x	x	x	x	x	1. Single Eng. Ops. require demonstrated capability before exposure time elapses when water temperature is below +60 F. 2. See flight manual or company operations manual for maximum winds. 3. If conditions are marginal, contractor and supervisor will discuss if flight should continue in this zone or criteria in the next zone should be used. 4. Water temperatures below +50F may require additional survival garments and equipment.
Normal Operations may continue when temperature or wave height is outside the above criteria, use one of the aircraft below.											
Allowed until criteria is exceeded, then move to next zone and make decisions.						x	x	x	x	x	
Company Review and Intervention If conditions are marginal for this zone or exceed previous zone: Consult with aviation contractor and mutually agree if operations should continue.	Night operations or ceiling less than 400' or visibility less than 2 miles Maximum winds sustained 50 Kts Maximum wind gusts to 59 Kts Consider safe movement of passengers, safety of helicopter operations, sea state, temperature and daylight available when operating in this zone.					x	x	x	x	x	1. IFR capable aircraft and crew required. 2. Flights to unmanned structures suspended. 3. Advise incoming flights that conditions are marginal and may be deteriorating. 4. Change passengers 1 for 1, 2 for 2, to assist in maintaining safe control. 5. Consider rigging safety lines to helideck. 6. Helicopter crews emphasize in passenger briefing any additional safety precautions for helidecks. Assign additional personnel to assist passengers on helideck
Unsafe Operating Limits If conditions exceed previous zone or have criteria listed in this zone. Flying Operations are suspended	Snow, Ice or Sea Spray on Helideck Known or forecast Icing or severe turbulence on flight route Electrical Storm	Winds 60 Kts or above			No flights authorized.						1. Advise all bases of operations that flying is suspended until conditions improve. 2. No landings at remote unapproved landing sites when winds exceed 40k or gusts are in excess of 15 Kts. 3. Refueling suspended during electrical storms.
Aircraft Models with X can perform in the criteria indicated to left of X Limits on other models available through dispatchers or aviation services.											

5.31 Passenger Control – Offshore

Positive passenger control is required at all landing sites. Specific offshore locations are staffed by a trained HLO. At all other locations, the pilot and other personnel are responsible for passenger control. Shore base landing sites shall have a documented process of passenger control. All passengers embarking from a shore base must receive a video passenger briefing covering safety tips and operations around helicopters. If conditions dictate that the aircraft should return to the shore base and the flight is dispatched at a later time that day, the video briefing is not required, if the same aircraft type is used.

5.32 Helicopter Landing Officer (HLO) Staffed Facility

Passenger and cargo loading and off-loading may be conducted with the rotors turning. The pilot maintains a minimum of flight or ground idle RPM on the rotor system and hands on the controls until the passengers are clear of the helideck. If the pilot has determined it is safer due to weather or operating circumstances to shutdown, he must coordinate with the HLO and instruct the passengers to remain on board until the rotor has stopped.

Note: The pilot must not allow paperwork or other duties to distract him from the primary duty of managing the aircraft and passengers during loading and unloading of passengers or any other critical phase of operations.

Note: Sikorsky 76 operations, without a mechanical rotor system-leveling device, require the rotor stopped for loading and unloading of passengers and cargo. The pilot may make an exception, due to weather or operating circumstances, if he has determined it is safer to keep the rotor system engaged. A report must be filed with the Logistics Dispatcher or Aviation Coordinator as soon as practical when an S76 (without a mechanical rotor system-leveling device) conducts passenger or cargo operations with the rotor turning.

5.33 Aiming Circle Landing Requirement

Pilots are required to land, takeoff, load/unload passengers, refuel, and shut down in the aiming circle.

- If the helideck landing area is restricted due to operational restrictions or hazards, the helicopter must be landed in the center of the available landing area.
- Exceptions may be taken by the pilot when wind conditions, operational restrictions or conditions, other than convenience, dictate a safer course of action is required. (For example, when wind conditions adversely affect setting the helicopter down on a heading other than directly into the wind and would result in the tail rotor restricting a stairwell or refueling point during rapid refueling operations.)

5.34 Helideck Landing Officer (HLO)

A Helideck Landing Officer (HLO) and HDA crew should be assigned to the helideck as specified in Section 10.6.9.

5.35 Helicopters Operating at a Non-HLO Staffed Facility

When a Helideck Landing Officer (HLO) is not assigned the installation passenger management shall be conducted as per Section 10.6.8.

5.36 Clear Deck Policy

Helidecks, helicopter parking area, and heliport loading areas are to be clear of all off-loading cargo and passengers prior to any on-loading passengers or cargo coming onto the helideck. Pilots will not land or depart from any helideck with cargo or personnel on the helideck or helicopter parking area. Clear deck passenger warning signs similar to the one diagrammed below are installed below each helideck access point.

Helicopter Passenger Waiting Area
Departing passengers must wait in this area until helicopter has landed and incoming personnel and cargo are off-loaded and clear of he liport and s tairwell prior to proceeding to heliport. Wait at top of st airwell for pilot's si gnal to proceed toward helicopter.

5.37 Helideck Operational Hazards

Pilots are encouraged to remain conservative and choose the safest alternative although, at times, this may inconvenience the passengers. Pilots should advise the passengers politely of the rationale for the change and assist, if possible, with alternative transportation.

5.37.1 Helideck Hazard Reviews

The Pilot performs a helideck review to verify that no hazard to the flight operation exists upon arrival and prior to departure from helideck. If a hazard is identified, it is the Pilot's responsibility to immediately notify the installation supervisor of the hazard. In addition, the Pilot ensures that the hazard is reported through the operator's hazard reporting system.

A number of operational hazards can develop on or near offshore helidecks or onshore heliports that can be minimized through proper notification or visual warning to pilots. Examples include but are not limited to: (1) Perforating Operations, (2) H_2S Gas Presence, (3) Gas Venting, or (4) Closed Helidecks or Heliports (for an unspecified cause), and (5) Cranes.

Helicopter companies and operators currently minimize these and other operational hazards through timely dissemination of a written notice to airmen (NOTAM) for pilots. A NOTAM provides a written description of the hazard, time and duration of

occurrence, and other pertinent information. Any potential hazard is communicated to helicopter operators or company aviation departments as early as possible to allow the NOTAM to be activated.

To supplement the existing NOTAM procedure and further assist in reducing these hazards, a standardized visual signal on the helideck or heliport provides an indication to an approaching helicopter of the status of the area.

5.37.2 Closed helidecks or heliports

An X in a contrasting color to the helideck marked diagonally from corner to corner across a helideck or heliport touchdown area is the universally accepted visual indicator that the landing area is closed for safety or other reasons and that helicopter operations are not permitted.

- Temporary Closing: A temporary marker can be used for hazards of an interim nature. This marker could be made from vinyl or other durable material in the shape of a diagonal X. The marker should be a contrasting color with legs at least 20 feet long and 3 feet in width. The marker's design should enable it to be quickly secured and removed from the deck using grommets and rope ties. The duration, time, location, and nature of these temporary closings are provided to and coordinated with the Aviation Service Provider, nearby helicopter bases, and helicopter operators supporting the area. These markers must be removed when the hazard no longer exists.
- Permanent Closing: The X diagonals of the same size and location as indicated above is used, but the markings are painted on the landing area, if a helideck or heliport is to be permanently closed.

5.37.3 Perforating Operations

Explosive charges used in conjunction with perforation operations offshore can potentially be prematurely detonated by radio transmissions, including those from helicopters.

Personnel Conducting Perforating Operations: Should take the following precautionary measures whenever perforating operations are scheduled and operators are concerned that radio transmissions from helicopters in the vicinity may jeopardize the operation.

- Notify the Aviation Service Provider, helicopter operators or bases, and nearby manned platforms of the pending perforation operation so the NOTAM system can be activated for the perforation operation and the temporary helideck closure.
- Install a temporary diagonal marker (described in "Closed Helidecks and Heliports" above) with the words No Radio stenciled in red on the legs of the diagonals to close the deck and make the radio warning clearly visible to passing pilots. The letters should be 24 inches high and 12 inches wide.
- The marker is installed during the time period that charges could be affected by the radio transmissions.

Pilot's observation and plan of action required:

- Pilots when operating within 1,000 feet of a known perforation operation or observing the X with red No Radio warning indicating perforation operations are underway will avoid radio transmissions from or near the helideck (within 1,000 feet) and are not to land on the deck if the X is present. Radio transmissions include signals emitted from aircraft radar and transponders. These should be turned to standby or off positions within 1,000 feet of the operation. Radio calls are completed via alternate communication means available on the rig or platform.
- Make radio calls to the platform being approached or to flight following at least one mile out on approach whenever possible. If no response is received or if the platform is not radio equipped, further radio transmissions are not to be made until visual contact with the deck indicates it is open for operation (no X).

5.37.4 Operations near Gas Vent Booms

Ignited flare booms can release a large volume of natural gas and create a hot fire and intense heat with little time for the pilot to react. Likewise, non-ignited gas vents can release reasonably large volumes of methane gas under certain conditions. Thus, operations conducted very near non-ignited gas vents require precautions to prevent inadvertent ingestion of combustible gases by the helicopter engine.

Pilot's observation and plan of action required:

- Gas will drift upwards and downwind of the vent. Plan the approach and takeoff to observe and avoid the area downwind of the vent, remaining as far away as practicable from the open end of the vent boom.
- Do not attempt to start or land on an offshore helideck when the deck is downwind of a gas vent unless the vent is shut down, or unless properly trained personnel verify conditions are safe.

Oil Field Supervisors observation and plan of action required:

- During venting of large amounts of non-ignited raw gas, a red rotating beacon or high intensity strobe light adjacent to the primary helideck stairwell or wind indicator is turned on to provide visible warning of hazard. If the beacon is to be located near the stairwell, the HSAC "Offshore Heliport Design Guide" is reviewed to provide proper clearance from the helideck.
- Notify nearby helicopter operators and bases of the hazard.
- Windsocks are clearly visible to provide upwind indicator for the Pilot.

5.37.5 Operations in H_2S Areas

Pilot's performance during operation in H_2S areas include:

- Make certain approved protective air packs are available for emergency use by the crew on the helicopter. It is not intended that these air packs would be used to land on a structure to evacuate personnel. The intent is to allow evacuation of the aircraft if departure is pending when the emergency occurs.
- Request the supervisor in charge to provide a briefing on location of protective equipment and safety procedures, if shutdown on a helideck.

- If while flying near a helideck and the visual red beacon alarm is observed or a strong odor of rotten eggs is detected (if aircraft is flown by two pilots, one will immediately don the protective air pack) exit to an area upwind, and notify the suspected source field of the hazard.

5.38 Operations on Helidecks and Vessels with Crane Hazards

Pilots and crane operators must be aware that simultaneous crane and helicopter operations present safety hazards and should not be conducted where the crane may reach the normal approach and departure zone or the helideck.

- Crane Equipment: Any crane that can be extended to interfere with the approach or departure path of a helicopter is equipped with a red rotating beacon that is connected to the power system for the crane to indicate the crane is under power. The crane should also be equipped with mirrors to eliminate dead spots. The boom tips, headache balls, and hooks shall be painted with high visibility paint.
- Crane Procedures: Cranes are shut down and the operator leaves the cab when helicopters are approaching, maneuvering, departing, or running on the helideck. Cranes that are not in use have the booms cradled, if feasible. If in use, the crane booms are pointed away from the helideck, the crane shuts down and the operator leaves the cab.

  Note: Each installation establishes a procedure for notifying the crane operator of impending helicopter operations and ensures a method whereby the crane remains shut down or out of service during all helicopter operations. Installation crane procedures must include a method to inform the crane operator when crane activity may resume.

Helicopter Procedures: Cranes are fitted with a light or lights that signify that the crane is running, or in operation. Regardless of the crane's position, helicopters must not begin an approach to, land on, start, or take off from a helideck when a crane light is on, except as noted below.

- The Pilot-in-Command ensures that clear communications take place concerning crane operations prior to landing, starting, or taking off from a helideck. The common term green deck is acceptable as a clearance to land. However, standby for green deck or the deck will be green upon your arrival, or other non-specific terms are not acceptable clearances to land or take off.

Continuous Crane Operation: A special operating practice must be implemented during conditions where a crane may not be shut down due to unusual circumstances.

- The crane must be secured clear of the takeoff or approach path and the helideck.
- A request for waiver to conduct helicopter operations is relayed to the appropriate Aviation Dispatcher. That Aviation Dispatcher evaluates the request for logistics impact and contacts the Aviation Service Provider's manager for approval of the waiver. The Aviation Service Provider's Manager may issue a verbal waiver to the pilot if timely notification is required. The pilot evaluates the crane position and makes the final determination for safety of the operation. The verbal waiver is followed up in writing by the platform or rig and the aviation dispatchers. If the

crane position is expected to occur over multiple days, a management of change (MOC) must be issued by the requesting installation and a NOTAM issued to all helicopter operators.

5.39 Obstructed Helideck and Parking Area Use

It is possible on some offshore facilities to move an unserviceable helicopter off the helideck to the parking area so that the origin and size of the D value and the 210 degrees and 150 degrees arcs are not compromised. For a one-time landing, the OIM may permit two aircraft on the helideck. The Logistics Manager or Aviation Team Lead must be consulted. The following precautions must be observed where the helideck cannot be completely cleared:

- Before any flight can take place, the OIM or Installation Supervisor, Logistics Manager, Logistics HSE Representative, or Aviation Team Lead in conjunction with Aviation Service Provider confirm the installation helideck is structurally capable of supporting the weights of both the incoming helicopter and the other helicopter on the helideck.
- Operations are conducted during day VFR only.
- Minimum obstruction clearance for landing or takeoff must not be less than 1/3 the aircraft's rotor diameter.
- Any obstruction, in the normal approach or departure path, must be visible to the flight crew.

The Aviation Service Provider, as represented by the Director of Operations, Base Operations Manager or other designated person, is responsible for dictating operating conditions for flights to obstructed helidecks.

The Pilot is ultimately responsible for the safety of the aircraft, crew and passengers, and for the final decision to land or take off.

The OIM or Installation Supervisor is responsible for ensuring that any requirements for a helicopter landing on the installation helideck, as requested by the Aviation Service Provider and by the Pilot are in compliance, providing such-requests do not conflict with the safety and integrity of the installation and its crew.

5.40 Helicopter Specialized Roles

5.40.1 Search and Rescue Operations

The SAR helicopter is tasked with providing Emergency Response for Medivac or Search and Rescue (SAR). Search and Rescue may be for people who are in harms way on a vessel or structure, or may be in the sea due to an aircraft ditching, by winching them to safety. The SAR team is capable of performing near the same function as United States Coast Guard's helicopter SAR operation in the Gulf of Mexico. The United States Coast Guard shall remain the primary response agency with the SAR contracted helicopter acting as an enhancement to the USCG Program.

The goal is to provide First Response (FR) and Search and Rescue (SAR) capability in the Company's area of activity. The SAR staff is capable of providing medivac services when the need arise. With regards to SAR capability, hoisting/winching capability may be utilized to transfer technicians to installation, platform, or vessel

decks. SAR technicians may also be utilized as an augmentation to fire fighting and passenger handling services at the hangar and heliport facility.

In addition the SAR helicopter is capable of transferring personnel and/or equipment to/from an offshore installation for helicopter maintenance recovery.

The Aviation Service Provider must have current FAA Operations Specifications authorizing external load operations for hoisting of personnel.

5.40.2 Helicopter Winch Operation

The potential risk is higher for an accident and injury to personnel during such activities than for other air operations during a helicopter winch operation. Winching operations, including training, should be undertaken when judged operationally essential and, then, strictly in accordance with the specified procedures.

An assessment is also made of whether there is any realistic availability of SAR capable helicopters from government or other sources. Winch operations must be conducted by twin engine helicopters and the helicopters must have a single-engine hover out of ground effect (HOGE) capability at all stages of the operation. Training in winch operations is normally performed with full single-engine hover capabilities.

Where certified winch equipment is available and is not used on the aircraft on a regular basis, routine maintenance of the winch and equipment must be covered under the Aviation Service Provider's maintenance procedures. This must include testing of the winch on the aircraft at regular intervals not to exceed a period of two months.

Additional guidance is available on this subject in the OGP Aircraft Management Guide and Federal Aviation Regulations 133 for helicopter external load operations.

Prior to conducting any winch operations a risk assessment must be completed with field personnel, Aviation Service Provider, and aviation logistics.

5.40.3 External Loads

The unique ability of the helicopter to carry payload externally by means of cargo hook, slings and nets makes it a particularly useful vehicle in support of offshore oil and gas operations. The potential advantages of external loads operations must be balanced against the potential additional safety hazards presented by the need for precision maneuvering of the helicopter in hovering flight close to ground handling personnel.

The high power settings required to hover and transition to and from forward flight with an underslung load generate heavy rotor downwash in the hookup and drop zones, and marshalling and cargo handling personnel must therefore be suitably protected. Structures and equipment in these areas must also be sufficiently robust and well secured to prevent movement. These and other hazards are considered during the external load flight.

The minimum requirements for external load operations conducted with contracted helicopters are listed below.

- General: All operations are conducted in compliance with the FAR 133 section of the helicopter operator's manual, these Guidelines, or operator policies and

procedures whichever is more restrictive. In addition, if a sling cable in excess of 50 feet is required, a pilot trained in long-line operations is required. For all sling operations the aircraft is equipped with mirrors and if necessary, a bubble door to visually observe the load during all phases of flight.

- Ground Coordinator: The ground coordinator or hook man must have a hand held portable radio capable of communicating with the aircraft. Where practicable both a ground coordinator to communicate with the pilot and a hook man to hook and unhook the load is used.
- Briefing: No external load operation starts until all personnel involved in rigging, hooking or unhooking loads have been briefed by the Pilot or a qualified person designated by the helicopter operator. Briefing includes lift plan, safety procedures, emergency route of egress from under helicopter, and hazards inherent in the external load operations.
- Equipment Condition: All cable slings and other equipment used are in good condition and of a size and break strength to provide a reserve of safety.
- Protective Equipment: Ground personnel working with the helicopter must wear safety goggles and hearing protection. A full-face shield and respirator are used if fine sand or dust is encountered. Ground personnel handling cables must wear work gloves.
- Ground Personnel and Load Clearance: Ground personnel must remain clear of and not go under a suspended load. If tag lines or manual guiding of a load are required, ground personnel must not approach the load until it is less than four feet above the surface.
- Load Placement: All loads are to be lifted from or delivered to a pre-selected spot that eliminates the risk of entanglement with other objects. For example, load placement on or near the forward ramp is recommended when slinging from a landing craft.
- Approval Authority: Pilots are the final approval authority in deciding if a load is safe to sling.
- Loose Objects: Tarps and lightweight covers for sling loads are secure to prevent them from being dislodged and potentially flying into the rotor system.
- Congested Areas: In congested or heavily populated areas, an operator lift plan is necessary. This plan will detail roof top site, forced landing areas, temporary heliport area, and so on. A traffic control plan approved by local traffic or police departments is also required.

Additional guidance is available on this subject in the OGP Aircraft Management Guide and Federal Aviation Regulations 133 for helicopter external load operations.

Prior to conducting any external load operations a risk assessment must be completed with field personnel, Aviation Service Provider, and aviation logistics.

5.40.4 Guidelines for Conducting Photo Flights

Pilots discuss the following list of duties and responsibilities with the photographer and any photo crew members before the conduct of a photo flight. All photo flights must be

accomplished under a plan of action. A sample of conditions and terms required for the plan of action is detailed below:

5.40.4.1 Plan of Action

The Aviation Team Lead, Logistics HSE Team Lead, or Logistics Manager must individually approve all photo flights.

The door must be removed if photographers request the BO105 with the sliding door open. A mechanic may accompany the flight to remove and reinstall the door when an en route flight over 10 to 15 minutes in duration is anticipated.

- A plan of action is implemented when conducting a photo flight. The following information is covered in the plan of action:
  - Prior to departure, flight crew, photographers and any other personnel involved must conduct a thorough pre-shoot briefing. This briefing covers all anticipated aspects of the flight and any other eventualities or concerns raised by any of the participants. All personnel should know what to expect from all other personnel during the course of the shoot so that no surprises are incurred. If conditions change from what was briefed, the pilots must stop-the-job and evaluate the changes. If conditions warrant resumption of the photo flight the Pilot must contact the BP dispatcher for flight release under the new conditions. The BP dispatcher will contact the Aviation Team Lead or Aviation Coordinator to brief the changes and request resumption approval.
  - In addition to the pre-shoot briefing, the flight crew must conduct a standard preflight briefing (such as is given to all passengers) to include viewing the briefing tape appropriate to the aircraft being used.
  - During the pre-shoot briefing, the Pilot must explain the need to have all interior objects secured or removed. The Pilot must also ensure all loose objects inside the helicopter are secured or removed such that when the door is removed, nothing becomes airborne and departs the aircraft. All non-permanently attached seat cushions on unoccupied seats are not considered secure and must be removed. (Velcro is not considered permanent mounting.)
  - Any photographer taking pictures at an open door must be wearing a safety harness (commonly called a monkey harness or monkey strap), which is securely attached to an appropriate helicopter tie-down or restraint point. Further, the harness must be properly adjusted to fit the person wearing it. Additionally, the standard aircraft seatbelt must be worn, along with the harness, unless the harness is approved by STC or TSO as a stand-alone personal restraint mechanism for in flight operations.
  - The flight crew and photo crew must ensure that they have appropriate communication among themselves and any unique terminology the other might use is understood.
  - The photo crew must not open any doors in flight. The appropriate door must be removed and secured prior to takeoff on the photo flight. While the doors are removed, the flight crew must observe and never exceed the maximum airspeed as indicated in the Rotorcraft Flight Manual. Also, the flight crew must

make no abrupt control inputs that may startle the photographer while the door is removed.

- Unless otherwise approved, a minimum 100 feet no-fly zone must be observed around the vessel, rig, or installation being photographed. The helicopter must not breach a 100-feet exclusion zone in any direction. All flight operations must be conducted at a minimum altitude of 300 feet unless previously approved by the Director of Operations and Aviation Team Lead. The only exception is a descent from the primary altitude of 300 feet into the wind simulating an approach to the vessel, rig, or installation followed by a go-around.

5.40.5 Surveillance or Observation Flights

Pilots discuss the following list of duties and responsibilities with observers and other passengers before the conduct of a flight requiring observation or surveillance. All flights of this nature require a passenger whose primary responsibility is to observe.

5.40.5.1 Plan of Action Requirements

A plan of action is implemented when conducting aerial observation flights such as for slick observance. The following information is covered in the plan of action:

- All observation flights must be conducted with two pilots.
- The pilots may not act as an observer.
- The pilots must preset the radio altimeter to a minimum altitude of 300 feet.
- Both pilots must monitor the radio altimeter during the observation flights
- Flight operations must not be conducted below 300 feet.
- Flight operations must observe all applicable FAR 135 regulations and any management of change (MOC) restrictions.
- A passenger briefing for the observers must take place prior to each flight including FAR 135 requirements and any conditions in the MOC.
- The minimum airspeed for the observation period must not be less than 60 knots.
- No direct over flight of the facility must occur and a minimum lateral separation between the flight path and the installation is 100 feet.
- Radio contact is maintained at all times with the facility or Shore Base Dispatcher.
- Intercom communications must be maintained between the observers and one of the pilots.

The pilot must have a copy of the plan of action and all attachments at all times.

The plan of action contains an expiration date, which is the completion of the current operations for which it is intended.

5.40.5.2 Pilot Duties during Surveillance and Observation Flight

Primary responsibility is to fly the aircraft and avoid hazards, not observation or surveillance.

Operate the aircraft within its performance limitations and standards established by the manufacturer. Helicopters are operated in accordance with the manufacturer's approved flight manual. The danger zone of the height and velocity curve is avoided except for departure and takeoff.

Conduct a detailed passenger briefing as outlined in the FARs to include:

- A map briefing of any known hazards on the route of flight. Briefing to include features such as wires, airports, towers and other fixed objects, as well as potential hazard from mid-air collision with other aircraft.
- A briefing of the minimum altitude for the flight and other operating limitations such as airspeed, and so on, that is applicable for the flight based on flight manual computations and regulatory guidelines.

Request that passengers also maintain lookout vigilance for potential hazards and advise accordingly when not performing observation duties.

5.40.5.3 Passenger Duties during Surveillance and Observation Flight

Primary responsibility is to observe; secondarily to assist the pilot with hazard avoidance.

Openly communicate with pilot and advise him of hazards.

Do not ask the pilot to perform any maneuver that may endanger the aircraft.

5.41 Vessels, Ship or Mobile Offshore Installation

5.41.1 General

When helicopters are required to operate from a moving helideck, specific operational procedures must be established along with reporting the helideck motion to the pilot prior to landing. Each installation with a moving helideck must have the means to communicate the helideck movements to the pilot before landing and takeoff. Equipment used for measuring pitch, roll, and heave should be accurate and calibrated regularly. Personnel who report these measurements shall be trained in the use of the equipment.

Prior to conducting flight operations the pilot must ensure radio contact is established with the vessel prior to landing, starting engines, or departure.

The International Chamber of Shipping "Guide to Helicopter/Ship Operations" establishes operational guidelines, standards, and safe practices for these operations. The roll and pitch limits for each type may differ by day and by night and may vary depending on the type of vessel being considered, (such as semi-submersible, large ship, small ship, and oil tanker mooring buoy) and on the location of the helideck (such as the bow deck, stern deck, and amidships).

5.41.2 Helideck Review prior to Routine Operations

The Aviation Assurance Advisor and a representative of the Aviation Service Provider shall review the helideck for operational restrictions and acceptability of the intended operation prior to routine passenger service.

5.41.3 Foreign Flag Vessels and Rigs

Passenger or cargo movement to and from vessels or rigs under foreign flag may require clearance of Customs. Coordination is made with the applicable Company Shore Base and Customs house prior to movement.

5.41.4 Operating Limitations

While the helicopter is on deck, ensure the pilot at the controls is immediately notified by radio if:

- The vessel, ship, or installation goes off or intends changing heading by 10° or more.
- Pitch, roll, or heave reaches a point where the helicopter limitations may be exceeded (actual limits may be found in individual aircraft operating manuals). Generally the limitations are ± 2° of pitch, ± 4° of roll and heave of 2.8 ft/sec.
- There is any vessel, ship, or installation handling or station-keeping problem.
- There is a significant shift in relative wind (30° or more).
- There is any other vessel, ship, or installation abnormal event.

Notification is essential in alerting the helicopter crew who will decide on the appropriate course of action. This may require immediate disconnection of fuel hose and static line to facilitate a quick departure, if required.

If passengers are disembarking or boarding, the operation stops. Passengers seated remain on board and strapped in. Those outside the helicopter clear the helideck under the instruction of the helideck crew. The HLO checks that the helicopter baggage compartment and cabin doors are safety shut, the deck is clear, and informs the crew with clear to lift.

5.41.5 Pilot Training

Pilots are provided specific instructions and training in ship and tanker operations.

5.41.6 Passenger Briefing

In addition to the normal passenger briefing, a passenger briefing and management plan is developed and implemented. This plan should address multi-language problems, management of disembarking, and embarking passengers.

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Fixed Wing Operations

6. Fixed Wing Operations

6.1 Safety Management System/Risk Assessment

The following requirements are used to promote the development of robust Safety Management Systems.

Extent and Nature of Contract	Passenger Service	Approved Operator
All Ops >1 year duration; AND More than 50 hrs per month exposure; OR High Risk operations any duration	Operation Specific Safety Case	Operation Specific Safety Case Where an acceptable SMS has not been implemented an enhanced Safety Case will be required.
All Ops >1 year duration; AND Less than 50 hrs per month exposure;	Safety Management System (SMS)	Contract may be awarded subject to a SMS implemented within 1 year.
	Operation Specific Safety Case	Operation Specific Safety Exposition Where an acceptable SMS has not been implemented an enhanced Safety Case will be required
Other Ops <1 year duration; AND Less than 50 hrs per month AND Low Risk Operations	Safety Management System (SMS)	SMS (Optional) Preference would normally be given to those operators having an acceptable corporate SMS
	Operation Specific Safety Case	Operation Specific Safety Exposition (Not Required, but recommended).

Extent and Nature of Contract	Passenger Service	Approved Operator
Ad Hoc/Occasional Use (No Standing Contract) AND Low Risk	Safety Management System (SMS)	Corporate Safety Policy
	Documented hazard assessment	Documented hazard assessment (Not Required, but recommended)
All Seismic & Airborne Geophysical Survey Operations any duration	Safety Management System (SMS)	Corporate SMS (Optional) Preference would normally be given to those operators having an acceptable corporate SMS
	Operation Specific Safety Case	Must have completed and documented an IAGSA Risk Assessment for review by the Aviation Adviser. Operation Specific Safety Exposition (Not Required, but recommended).
Pipeline Inspection (no pax); AND More than 50 hrs per month exposure	Safety Management System (SMS)	Corporate SMS (Optional) Preference would normally be given to those operators having an acceptable corporate SMS
	Operation Specific Safety Case	Operation Specific Safety Exposition
Pipeline Inspection (no pax); AND Less than 50 hrs per month exposure	Safety Management System (SMS)	Safety Policy
	Documented hazard assessment	Documented hazard assessment (Not Required, but recommended)
Business Jet; AND On contract (recommended if >120 hrs per year, or 3 months)	Safety Management System (SMS)	SMS (Optional) Preference would normally be given to those operators having an acceptable SMS
	Operation Specific Safety Case	Operation Specific Safety Exposition (Not Required, but recommended). Documented hazard assessment
Business Jet; AND Less than 30 hrs per month exposure	SMS Requirements	Safety Policy
	Documented hazard assessment meeting	Documented hazard assessment

6.2 Fixed Wing Considerations

Longer distances overland point towards fixed wing aircraft due to their higher speed, thus reducing journey time, increasing comfort, and lowering operating costs. Flights of much more than two hour's duration in an airplane are in any case fatiguing, due to noise and vibration levels, and the load which the aircraft can carry decreases greatly with increase in distance. Conversely, the aircraft is extremely practical for providing a short distance door-to-door service.

The jet powered fixed wing aircraft normally require well maintained, level, hard surfaced runways, and sophisticated backup and maintenance, but have the ability to fly high and fast. Depending on the type, this aircraft can carry any number of passengers from 6 to over 400, but it can be expensive to operate. Some of the newer executive jets are comparable in operating costs to the turboprop aircraft of the same capacity.

The turboprop fixed wing aircraft combine the reliability of the turbine with the lower operating costs and flexibility of the propeller. This aircraft is generally more rugged, and can operate from a smaller, less sophisticated airfield, while requiring less backup and maintenance. The aircraft can carry from 6 to 100 passengers, but at lower altitudes and speeds than a jet aircraft. It provides the backbone of the fixed wing aircraft support for the oil industry.

6.3 Fixed Wing Standards for Passenger Transport

6.3.1 Multi-engine Airplanes with Single Engine Performance

Multi-engine airplanes capable of sustaining a 1% net climb gradient at or above lowest safe altitude with one engine inoperative (OEI) and flown using two pilots should be used whenever any of the following conditions exist:

- When operating in a hostile environment (see Weather Guidelines).
- Any portion of the flight will be in instrument (non-visual) conditions.
- When operating on an extended over water flight.
- Any portion of the flight is planned for, or performed, at night.

6.3.2 Multi-engine Airplanes without Single Engine Performance

Multi-engine airplanes without single engine performance as described in **paragraph 6.2.1** above) should ONLY be used when the following conditions are met:

- The environment is determined to be non-hostile (see Weather Guidelines).
- Flights are conducted over reasonably short distances and favorable terrain.
- Operations are in Day Visual conditions (VMC), and the aircraft is landed 30 minutes prior to official sunset.
- Acceptable Search and Rescue Services are available
- Continuous Flight Following is maintained.

6.3.3 Piston Engine Fixed Wing

Piston engine fixed wing aircraft are not approved for operations within BP GoM.

6.3.4 IFR Plan and Flight Required for Routine Passenger Service

All routine passenger service must be flown under an IFR Flight Plan to include execution of an instrument landing procedure. All flights considered non-routine or special use flights must be authorized by a waiver which shall include a Plan of Action.

6.4 GoM Approved Fixed Wing Aircraft

GoM fixed wing aircraft will be approved for each aviation service provider on an independent basis.

6.5 Minimum Pilot Staffing

The fixed wing aircraft must be staffed with two qualified instrument rated pilots.

6.6 Fixed Wing Flight Crew Requirements

6.6.1 Pilot-In-Command – Airplane, Multi-Engine, and IFR

Airline Transport Pilot certificate, AMEL rating, with type ratings as necessary in the equipment to be flown

FAA First Class Medical certificate renewed at least annually

FCC Restricted Radio and Telephone Operators Permit, as required

Flight experience requirements:

- 3500 hours total time in airplanes
- 1500 hours as Pilot-In-Command, of which 500 is AMEL (1000 hours may be Pilot-Under-Supervision)
- 100 hours in the past 12 months
- 30 hours within the last 90 days
- 200 hours in type
- 100 hours total instrument time, of which 50 must be in airplanes (25 may be in simulator)
- 150 hours total night time (50 hours must be in airplanes)

6.6.2 Second-In-Command – Airplane, Multi-Engine, IFR

Commercial Pilot certificate, AMEL with type ratings as necessary in the equipment to be flown

FAA First Class Medical certificate, renewed at least annually

FCC Restricted Radio/Telephone Operators Permit, as required

Flight experience requirements:

- 1500 hours total time in airplanes, of which 200 is AMEL
- 100 hours in the past 12 months
- 30 hours within the last 90 days
- 50 hours in type
- 100 hours total instrument time, of which 50 must be in airplanes (25 hours may be in simulator)

- 50 hours total night time, of which 25 hours must be in airplanes

6.6.3 Use of Freelance Pilots

Freelance pilots are not to be employed on contracted flights. An exception may be permitted on a case-by-case basis where the aviation service provider uses 'self-employed' pilots on a 'permanent' basis. In such cases these pilots must be fully qualified under the rules and procedures and provided training and checking under the sponsorship of the aviation service provider. As a condition of their employment, these pilots may be free to fly with other service providers, in which case the aviation service provider must ensure that the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" standards are maintained.

6.7 Pilot Assignment to Multiple Fixed Wing Types

Flying several types of airplanes on a day-to-day basis increases the inherent risks of incorrect responses by the flight crew in case of an emergency. This increase risk increases the likelihood of handling errors or errors of omission.

Flight crews must not qualify in more than three types of airplanes. If the pilot is qualified in three types of airplanes, he cannot be assigned to fly two types on a day-to-day basis. If assigned to multiple types of airplanes is required, the pilot must be scheduled in blocks of days on a particular type. Recency of experience and type training must be closely monitored both by individual pilots and the Chief Pilot of the aviation service provider.

6.8 Fixed Wing Training

6.8.1 Pilot

6.8.1.1 Pilot Initial and Recurrent Training

All pilots shall receive annual recurrent training to the FAA and Aviation Service Provider's standards, and flight checks at not less than a frequency of every six months.

These flight checks should include an annual instrument rating proficiency check/renewal, a proficiency check (including emergency drills) and an annual route check.

Where distinct climatic seasons exist, training related to the seasonal change is required.

Before being scheduled for flight duties in a new location, all crewmembers should receive as a minimum a documented Line Check, which includes an orientation of local procedures/policies.

6.8.1.2 Simulator or Flight Training Device

Where available for the type, the use of approved Flight Simulator or Synthetic Training Devices for aircrew on sole-use long term contracts (12 months or greater) should be at a frequency of not more than 12 months where appropriate Simulators are available regionally. Level C or Level D Flight Simulators are preferred. Where a Flight Simulator is not available for the aircraft type, the use of FTDs during training is strongly encouraged.

While it is recognized that the use of simulators allows practice in handling emergencies that cannot be practiced in the air, the emphasis of this training should be in the development of Crew Resource Management (CRM), including practice of CRM/ADM principles. When appropriate, this should be in the form of Line Oriented Flight Training (LOFT), the exercises for which shall be developed between the aircraft and the simulator operators themselves to provide "real time" exercises using simulated local operational, weather and environmental conditions.

6.8.1.3 Recency Checks

Recency checks for all pilots are performed after 28 or more days of absence from flying and may be performed by the appropriate Senior/Line Check Pilot but preferably, a Training Pilot. For Captaincy the following limitations should apply:

Time of absence	Requirement
4 to 6 weeks	2 flights as Co-Pilot
6 to 12 weeks	1 flight with an Instructor plus 1 flight as Co-Pilot
12 weeks or more	1 flight with a Training Pilot plus 1 flight as Co-Pilot plus 1 flight with Check Pilot, or 2 flights with Instructor and base check if due

Some critical tasks require practice to achieve the necessary high standards (for example, night landings, specific site rejects). Supervisors must ensure that such techniques are practiced after an absence of 28 days or more.

6.8.2 Maintenance Technicians

6.8.2.1 Initial Training

All maintenance personnel must receive formal training and have a minimum of six months of experience in the aircraft type prior to being assigned.

Prior to assignment each Aircraft Maintenance Technicians must attend an initial factory sponsored courses on their primary aircraft model with an annual recurrency training thereafter.

6.8.2.2 Recurrent Training

Operators must ensure that Maintenance Technicians, engaged in the maintenance of the aircraft contracted by Company, attend annual recurrent training. Recurrent

training must include appropriate type specific subjects (systems, troubleshooting, etc.) and a review of recent trends and occurrences relating to maintenance, and related industrial safety subjects.

6.8.2.3 Human Factors Training

Training must include a module concerned with maintenance resource management (MRM) and human factors as well as the effects of fatigue on performance.

6.8.3 Cabin Attendants

6.8.3.1 Initial and Recurrent Training

Cabin Attendants shall complete an annual, formal and recorded, course of instructions which shall include: Safety Equipment, First Aid, basic aircraft knowledge, Emergency Procedures for duty assignment, Loading procedures, Documentation and handling of Dangerous Goods, if applicable.

6.9 Compliance with Regulations and Documented Procedures

All operations within the Gulf of Mexico Area should comply with the requirements of all relevant regulations pertaining to onshore, offshore, and aeronautical operations within the United States and territorial waters. Aeronautical activities within the Gulf of Mexico must be conducted under the auspices of the Federal Aviation Administration (FAA), the Aviation Service Provider's approved "General Operations Manual" and Company "Gulf of Mexico (GoM) Contract Aircraft Guidelines".

The movement of dangerous goods by air must conform to the requirements of the Code of Federal Regulations Title 49 unless restricted within this guideline.

6.10 Serviceability of Aircraft

6.10.1 General

All aircraft are required to perform operations on behalf of the Company must be fit for the purpose, and be in full operational condition at all times while on charter, unless agreed otherwise. It is the responsibility of the Aviation Service Provider to bring any shortfall in the operational equipment to the attention of the Aviation Team Lead, at the earliest opportunity. Aviation Service Provider contracted by or on behalf of Company are subject to an audit to establish fitness for purpose. The Company may perform interim or follow-up audits at any time.

6.10.2 Mechanical Interruption and Return to Service

All fixed wing aircraft that have a mechanical interruption or loss of service must not be return to service without specific approval from the Aviation Team Lead, Logistics Manager, HSE Logistics Representative, Aviation Assurance Advisor, or Aviation Coordinator. First priority is to provide a replacement aircraft and not transport personnel on the fixed wing that had the mechanical interruption. Each interruption and transport of personnel is handled on a case-by-case basis.

6.11 Reporting Requirements

Refer to Section 3 Safety, Environmental, and Operations Management and Reporting.

6.12 Pilot Decision Authority

Pilots have the final authority for determining if a flight (or proposed flight) is terminated due to deteriorating weather, darkness, or any condition affecting flight safety or degradation of mission.

6.13 Walk-Around Inspection and Preflight Duties

6.13.1 Pilot Preflight Actions

Pilots must report for duty in time to allow adequate time for preflight and flight planning duties.

Pilots are to conduct Preflight Inspections to ensure the airworthiness of the aircraft before departure, if it is not performed and signed off by a Maintenance Technician. Pilots are to conduct a final Walk-around Inspection to ensure that all tie downs are removed and stowed and that all cowlings are secured.

Pilots must compute fuel required for the flight using consumption criteria specified by either the manufacturer or Aviation Service Provider's "General Operations" Manual.

Pilots must compute the maximum takeoff weight, and predicted climb performance for the aircraft for the ambient conditions using either the "Aircraft Flight Manual" or Aviation Service Provider's "General Operations Manual."

6.13.2 Mechanics Preflight Actions

Mechanics must report for duty in time to allow adequate time for preflight, term airplanes.

6.14 Hours of Operation

6.14.1 Day Fixed Wing Flights

Routine fixed wing flights must be scheduled to depart after sunrise and arrive at the final destination prior to sunset.

6.14.2 Night Fixed Wing Flights

Night flights require prior approval through the appropriate Team Lead for the Installation and one of the following; Aviation Team Lead, Logistics HSE Team Lead, or Logistics Manager.

Minimal requirements for night flights:

- Only IFR equipped aircraft with two pilots who are night and IFR qualified must be authorized. Both crew members must be current in both IFR and night operations.
- Night operations are restricted to airports that are properly lighted.
- The flight is planned, filed, and flown IFR. IFR departures and approaches are flown and completed fully with reference to published procedures, without distractions of completing paperwork, and so on in the cockpit.

6.15 Fuel Planning

As a minimum, the fixed wing aircraft should carry sufficient fuel and oil to allow for the wind, ATC delays, and other anticipated meteorological conditions to fly to the first

airport of intended landing, thence to an alternate airport if required, and thereafter for 45 minutes at normal cruising speed.

While parameters covering all circumstances cannot be clearly laid out, the following should be used as guidance for fuel planning unless otherwise stated in relevant regulations or Operating Manuals.

6.15.1 IFR Flight Plan

Fuel should be sufficient for the leg to destination plus the leg to an alternate, plus 10% of the above as a navigation contingency, plus 45 minutes holding fuel (30 minutes for turbine aircraft). A contingency should also be allowed for start-up and taxi.

6.15.2 VFR Flight Plan

Fuel should be sufficient for the proposed route plus 10% of the route fuel, plus 30 minutes at the cruising speed consumption.

Note: The above requirements are in addition to unusable fuel as listed in the aircraft Flight Manual.

6.16 Flight and Duty Times

Flight and duty time restrictions are designed to reduce the onset of cumulative fatigue in the aircrew. Therefore, it is essential that crew members are adequately rested at the beginning of each flying duty period to perform their duties satisfactory. Flight and duty time restrictions vary depending on geographical location, nature of the task, FAA Regulations, industry standards, aviation service provider's restrictions, and Company risk assessment.

6.16.1 Flight and Duty Time

A minimum of 10 Hours of consecutive rest should be available following a flight period, however this may not be sufficient after considering workload, roster schedules and duty start times.

14 hour duty day includes: flight planning, pre-flight, flight time, post flight, completion of any associated maintenance or paperwork, any "non local" travel time, and commences when the pilot reports for duty and ends when is no longer on duty.

Crews on rotating assignments that arrive following prolonged travel flights should not, on arrival at their base of operations, be scheduled for duty until the requirements detailed above have been met.

If the pilots on standby duty for night operations (at their place of rest) are not used and have received the required 10 consecutive hours of rest, they may be considered available for duty on the following day period.

6.16.2 Fatigue Management Plan

The following crew rest and break guidelines are followed in order to minimize crew fatigue.

- Weekly flight time (trailing 7 day period) should not exceed 50 hours.

- Pilots should be provided two rest breaks of 20 minutes (mid morning and mid afternoon) and a lunch break of at least 45 minutes during each duty day. The rest breaks and lunch period are free of all duty.
- Flight assignments requiring high workload, multiple takeoffs, and landing operations may be assessed for additional rest and break requirements, including relief pilot availability.

Local managers and dispatchers are required to monitor the daily routine of pilots in their area to ensure proper break and rest periods are enforced. Repeated failures to follow break and rest periods are reported to aviation logistics. The pilot and flight operations personnel are responsible to track flight and duty times to ensure compliance with the guidelines.

6.17 Personnel Authorized to Schedule Flights

The procedures listed below are used to request and schedule aviation services to provide safe, efficient and cost effective utilization of our contracted aviation transportation services on a continuing "ad hoc" basis and to guarantee only Company accepted aircraft and Aviation Service Provider are used. Aviation Service Provider has been notified not to accept a flight request that is not in compliance with these procedures.

6.17.1 Scheduled Flights

These are the planned flights, which support the day-to-day operation and are scheduled by the Aviation Coordinator. Flight schedules are implemented by the Aviation Dispatcher. The Aviation Team Leader works with the Aviation Coordinator and offshore installations managers to determine flight needs and develop and approve the flight schedule.

6.17.2 Nonscheduled Support Flights (Ad hoc)

Ad hoc flights are flights that may be required when additional personnel are required on short notice or the transport of urgent cargo is required. All ad hoc flights are initiated by the Aviation Coordinator and coordinated through the Aviation Dispatcher. The Aviation Dispatcher coordinates the requirements with the Aviation Coordinator to determine the most effective means of accomplishing the ad hoc flight request.

6.17.3 Shared Flights

These are the shared flights with other oil and gas operators and may be scheduled or non-scheduled flights. The Aviation Coordinator schedules shared flights after consultation with the Aviation Team Lead.

6.18 Manifesting

6.18.1 General

All passengers shall be manifested. A copy of the manifest must be kept at the point of departure and a copy retained with the pilots until the aircraft has arrived at its destination. For paper work that does not have the passenger's name and company designation on the manifest, a copy of the passenger list must be attached to the invoice. If the passenger listing or manifest with passenger names and company designation is not attached to the invoice, it is not processed for payment until

appropriate documentation is supplied. Information is entered into the remarks section to determine why the flight was dispatched, if a leg of the flight is for cargo or empty. (For example, three legs are flown empty. An explanation should be entered in the remarks column that enables the dispatchers to determine the reasons for the flight).

6.18.2 Utilization of Actual Weight

All passengers and cargo must be weighed and that weight recorded on the flight manifest.

6.18.3 Manifest Changes

Manifest changes shall be limited to those changes that do not impact the helicopters scheduled departure time or cause flight delays to subsequent flights. All flight manifests shall be considered complete within one hour of scheduled helicopter departure. Any changes within the one hour period or that require delays shall be approved by the Aviation Coordinator prior to causing the actual delay. A copy of the revised manifest must be left with a responsible person at the departure location and modified with the appropriate aviation dispatcher.

6.18.4 Manifesting Information

All passengers are manifested with all the following information:

_____ Name

_____ Individual Weight

_____ Employer

_____ Baggage/Cargo Weight

6.19 Unauthorized Passenger

Only personnel on the Company business may be permitted onboard the aircraft. Picture IDs must be checked for all passengers inbound or outbound to the Company facilities.

6.20 Passenger Control

Positive passenger control is required at all airports. The pilot and support personnel are responsible for passenger control. All passengers must receive a passenger briefing covering safety tips and all activities conducted around the airplane.

6.21 Passenger Briefings

6.21.1 General Briefing Information

In addition to those items prescribed in Federal Aviation Regulations, the items listed below are briefed by the pilot prior to flight and are covered in sufficient detail to make certain passengers understand how to operate essential equipment. Briefing cards are used to explain aircraft/equipment operation and to emphasize differences between aircraft.

- Emergency Transmitters: Passengers will be briefed on location of Emergency Locator Transmitter (ELT) and pilot Emergency Position Indicator Radio Beacon (EPIRB) (if equipped) and procedures for activation.

- Emergency Exits and Egress: Pilots make certain that passengers seated adjacent to the emergency exits and rafts are informed in the operation of the rafts and exits in case of an emergency. Pilots also ensure that the passengers are briefed on appropriate points of reference to use for egress in case of water landing.
- If an emergency water landing is performed passengers should be advised not to inflate life vests until they are outside the aircraft.
- Aircraft Survival Equipment: Passengers are briefed on the location of all onboard survival equipment that includes all first aid and survival kits, rafts, radios, life vest, and survival weapon, if appropriate.
- Available Crew Time: Passengers are briefed on crew flight time limitations to include time constraints for the return flight required to comply with the night flying policy, if applicable,
- Passenger loading and unloading: Passengers are not to approach the aircraft for loading until directed to do so by the pilot. It is the pilot responsibility to have positive visual contact with approaching passengers. Passengers must not disembark until instructed to do so by the pilot. Passengers are to use three points of contact (two hands, one foot or both feet, and one hand) when entering or exiting aircraft.
- Smoking: Smoking is prohibited on or near the aircraft.
- Hazardous Cargo: Passengers are reminded not to transport hazardous materials in personal baggage or without proper disclosure.
- Passenger Awareness and Communication: Passengers are encouraged to mention to the pilots any hazard they perceive concerning the aircraft operation. Examples include other aircraft, and obstacles such as wires.

6.21.1.1 First Time Passengers

All first time passengers should be brought to the pilot's attention. The pilot must appoint a mentor for this passenger who briefs the passenger as necessary on extra precautions, assist in egress both normal and emergency, and guides the passenger through the flight process.

6.22 Survival Equipment

Survival equipment appropriate for the environmental conditions is required for over water flight regardless of gliding distance to land.

6.23 Flight Following

6.23.1 Flight Plans

A flight plan must be filed with a Flight Following Facility for every flight. If the flight is supporting routine passenger service the flight must be filed and flown under IFR, to include completion of an instrument approach at the destination. The flight plan is opened when the pilot makes an initial contact. A copy of the flight manifest is left at attended locations. Minimum information required on a flight plan includes:

- Aircraft tail number or call sign
- Number of people on board (Total including crew).

- Point of departure
- Route of flight (detail route of flight)
- Estimated time en route and estimated time of arrival (ETA)
- Fuel on board
- Anticipated delays (What stops are being made?)

6.23.1.1 Closing Flight Plans

Pilots are responsible for closing their flight plans. Call the designated Flight Following Facility by phone, if unable to do so by radio upon landing.

6.23.2 Communications

6.23.2.1 Pilots must Maintain Communication

Airborne Aircraft: Aircraft must give a position report every 15 minutes, when possible, stating the location either by known geographical point or by latitude and longitude along with the present altitude (Exception may be granted on a case-by-case basis to the voice communications requirement if the aircraft is equipped with an electronic position-reporting device). If an aircraft has not called in after an additional elapsed time of 5 minutes or 5 minutes after ETA, whichever is sooner, Flight Following Facility initiates the overdue aircraft procedures.

Aircraft Shut Down: Pilots contact the Flight Following Facility and update their status and the expected departure time before shutting down at remote locations. As a minimum requirement, aircraft must maintain a 2-hour contact with the Flight Following Facility.

6.23.2.2 Flight Following Facility Responsibilities

Follow each flight movement with a computerized tracking system. If a computerized system is unavailable, manual flight strip entries must be used.

Activate the overdue aircraft, aircraft accident or Medivac checklist as necessary. This procedure must be used unless the Company approves the operator's plan.

Solicit weather reports for pilot briefings.

Maintain communications as outlined in these guidelines.

6.23.3 Aeronautical Information Manual (Paragraph 7-565)

"All aircraft are requested to maintain a minimum of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lake shores, Recreation Areas and Scenic River ways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness Primitive Areas administered by the U.S. Forest Service."

6.23.4 Noise sensitive areas

FAA Advisory Circular 91-36C: "Encourages pilots making flights near noise sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths which will reduce noise in such areas."

6.23.5 Aircraft Relocation and Diversion

Company contracted aircraft will not relocate or depart on a flight that has not been approved by Company Representative. Pilots contact the appropriate Company Representative before relocating to a position or home base not indicated on the daily flight schedule.

6.24 Aircraft Checklist Use

Failure by flight crews to use aircraft checklist as per FAA Regulations or the Aviation Operator's Manual is considered grounds for flight crew dismissal.

6.25 Seat Belts and Shoulder Harnesses

All crew members and passengers are required to wear lap belts during all flights, in addition shoulder harnesses must be worn if the aircraft are so equipped. Pilots are not to take off unless all passengers are wearing properly secured shoulder harnesses and lap belts.

6.26 Hot Seating

A qualified pilot must remain at the controls until the engine shuts down, and the propeller is shuts down and comes to a complete stop.

6.27 Landing Lights

Aircraft lights are ON to enhance aircraft identification during the following situations. (Pulse lights may be used to meet this requirement.)

- During take off and landings.
- In congested traffic areas.
- During reduced visibility.
- Anytime safety could be enhanced.

6.28 Airplane Refueling Operations

6.28.1 Pilot Refueling Operations

Aircraft refueling and de-fueling are performed by qualified ground personnel in accordance with the aviation service provider's operating procedures. Flight crews are not normally expected to conduct refueling and de-fueling operations. A manager with operational control and aviation logistics must approve any exceptions to this guideline.

6.28.2 Rapid Refueling

Rapid refueling (refueling with engine(s) running) is not permitted. The aircraft must be shut down and passengers disembarked prior to refueling operations.

6.29 Adverse and Cold Weather Operations

6.29.1 General

Adverse weather can exceed aircraft operational limits or affect safe flight operations. Factors such as wind, temperature, precipitation, sea state (if over water), visibility, cloud ceiling, rescue capability, and darkness need to be considered. These factors are discussed between the Aviation Service Provider and Aviation Team Lead. A

mutual agreement should be reached in determining if operations should continue or cease.

6.29.2 Purpose

The purpose of the weather guide is to provide open dialog between the Aviation Service Provider, field management, and Logistics when weather conditions become marginal for normal fixed wing operations. The dialog may identify mitigating measures necessary to continue flight operations at an equivalent level of safety or result in the decision to suspend flight operations.

6.29.3 Winds

A normal wind condition for fixed wing operation is 25 knots however, restriction may be necessary for local conditions or circumstances.

6.29.4 Turbulence

No flights are performed into forecast or known severe turbulence. Flights may be conducted at the pilot's discretion, if current weather reports differ from the forecast and indicate that severe turbulence is not to be encountered on a planned flight route. The flight will be terminated, if severe turbulence is encountered or reported for the flight route during the flight.

6.29.4.1.1 Flight Release Decisions

The decision to release a flight in adverse weather should include the Aviation Assurance Advisor or Aviation Team Lead. The evaluation should be for Routine Operations, Company Review and Intervention, and Unsafe Operating Limits.

- Routine Operations

  Weather conditions that permit the pilot and dispatcher unrestricted flight operations.

- Company Review and Intervention

  Weather conditions that require field management and aviation logistics to work with the management of the aviation service provider to determine level of flight operations permissible.

  Factors are considered:

  - Safe movement of passengers and operation of the fixed wing at the landing and departure airports.
  - Rescue provisions provide a reasonable expectation of rescue both enroute and at the landing airport, in the event of a forced landing.
  - Degree of urgency of the proposed flight.

- Unsafe Operating Limits

  Weather conditions that when reached do not permit continued flight operations.

6.30 Fixed Wing Specialized Roles

6.30.1 Spray Operations

The minimum requirements for external load operations conducted with contracted airplanes are listed below.

- General: All operations are conducted in compliance with FAR 137, sections of the service provider's manuals, these Guidelines, or operator policies and procedures whichever is more restrictive.

6.30.2 Guidelines for Conducting Photo Flights

Pilots discuss the following list of duties and responsibilities with the photographer and any photo crew members before the conduct of a photo flight. All photo flights must be accomplished under a plan of action. A sample of conditions and terms required for the plan of action is detailed below:

6.30.2.1 Plan of Action

The Aviation Team Lead, Logistics HSE Team Lead, or Logistics Manager must individually approve all photo flights.

- A plan of action is implemented when conducting a photo flight. The following information is covered in the plan of action:
  - Prior to departure, flight crew, photographers and any other personnel involved must conduct a thorough pre-shoot briefing. This briefing covers all anticipated aspects of the flight and any other eventualities or concerns raised by any of the participants. All personnel should know what to expect from all other personnel during the course of the shoot so that no surprises are incurred. If conditions change from what was briefed, the pilot must stop-the-job and he evaluates the changes. If conditions warrant resumption of the photo flight the pilot must contact the BP dispatcher for flight release under the new conditions. The BP dispatcher will contact the Aviation Team Lead or Aviation Coordinator to brief the changes and request resumption approval.
  - In addition to the pre-shoot briefing, the flight crew must conduct a standard preflight briefing (such as is given to all passengers).
  - The flight crew and photo crew must ensure that they have appropriate communication among themselves and any esoteric or unique terminology the other might use is understood.
  - Unless otherwise approved, a minimum 500 feet no-fly zone must be observed around the vessel, rig, or installation being photographed. The airplane must not breach a 500-feet exclusion zone in any direction. All flight operations must be conducted at a minimum altitude of 500 feet unless previously approved by the Aviation Service Provider's Director of Operations and BP's Aviation Team Lead.

6.30.3 Surveillance or Observation Flights

Pilots discuss the following list of duties and responsibilities with observers and other passengers before the conduct of a flight requiring observation or surveillance. All flights of this nature require a passenger whose primary responsibility is to observe.

6.30.3.1 Plan of Action Requirement

A plan of action is implemented when conducting aerial observation flights such as for slick observance. The following information is covered in the plan of action:

- All observation flights must be conducted with two pilots.
- The pilots may not act as an observer.
- The pilots must preset the radio altimeter to a minimum altitude of 500 feet.
- Both pilots must monitor the radio altimeter during the observation flights
- Flight operations must not be conducted below 500 feet.
- Flight operations must observe all applicable FAR 135 regulations and any Management of Change (MOC) restrictions.
- A passenger briefing for the observers must take place prior to each flight including FAR 135 requirements and any conditions in the MOC.
- The minimum airspeed for the observation period must not be less than 100 Knots.
- No direct over flight of the facility must occur and a minimum lateral separation between the flight path and the installation is 500 feet.
- Radio contact is maintained at all times with the facility or Shore Base Dispatcher.
- Intercom communications must be maintained between the observers and one of the pilots.

The pilot must have a copy of the plan of action and all attachments at all times.

The plan of action contains an expiration date, which is the completion of the current operations for which it is intended.

6.30.3.2 Pilot Duties during Surveillance and Observation Flight

Primary responsibility is to fly the aircraft and avoid hazards, not observation or surveillance.

Operate the aircraft within its performance limitations and standards established by the manufacturer. Airplanes must be operated in accordance with the manufacturer's approved flight manual.

Conduct a detailed passenger briefing as outlined in the FARs to include:

- A map briefing of any known hazards on the route of flight. Briefing to include features such as wires, airports, towers and other fixed objects, as well as potential hazard from mid-air collision with other aircraft.
- A briefing of the minimum altitude for the flight and other operating limitations such as airspeed, and so on, that is applicable for the flight based on flight manual computations and regulatory guidelines.

Request that passengers also maintain lookout vigilance for potential hazards and advise accordingly when not performing observation duties.

6.30.3.3 Passenger Duties during Surveillance and Observation Flight

Primary responsibility is to observe; secondarily to assist the pilot with hazard avoidance.

Openly communicate with pilot and advise him of hazards.

Do not ask the pilot to perform any maneuver that may endanger the aircraft.

A formal system for control and repair of deferred defects shall be established in the Aviation Service Provider's MEL Program.

The system must include target time limits within which the deferred defects are corrected.

Defects permitted to be deferred for correction are based on an approved MEL.

The MEL may be supplemented by specific BP requirements along with exceptions to deferred items.

7.7.1.3 Specific Maintenance Procedures

In addition to maintenance functions performed as outlined in appropriate regulations, term contracted aircraft are subject to the procedures outlined in this guide.

All term helicopters must have routine and over night maintenance performed in an approved hangar, unless specifically authorized by the Aviation Team Lead.

Onshore fall protection shall be provided for personnel working either on the aircraft or other areas that are above six feet height.

Offshore fall protection must be used when working above six feet unless waived through a Management of Change process.

BP reserves the right to amend aircraft model specific requirements as necessary in cooperation with the Aviation Service Provider.

- Maintenance Intervals:
  - All aircraft shall be inspected to FAA and manufacturer for hire standards. Airframe and engine components are inspected and overhauled at respective manufacturers recommended times. Time extensions individually approved by the FAA and the manufacturer are reviewed and approved on an individual basis by the Aviation Team Lead.
  - Engines on single engine helicopters will be overhauled as a complete unit (such as compressor, turbine, and gearbox) at the appropriate overhaul interval, rather than overhauling engine modules separately at the modules respective overhaul interval.
  - 206L3: Engine P3 Air Lines: P3 Air Lines shall be dated, and changed every 18 months (normally not changed).
- S76:
  - When equipped with Arriel Engines, the oil system for accessory gear box finger screen is cleaned every 150 hours in conjunction with filter change. If grass is present in the oil filter, clean all screens including the rear bearing screen of the rear accessory gear box. Used flight critical components are not to be installed as replacement parts, unless specific airworthiness history can be substantiated.

- Tail rotor control cables, pulleys, turnbuckles, and hardware must be changed as a complete assembly when tail rotor cables are removed for detailed zone inspection.
- Tail Rotor Pitch Change Horn. Inspect if the tail rotor blades are removed for detailed zone inspection. If corrosion is found, repair according to the maintenance manual, and dye penetrant check for cracking. Verify bumper clearance dimension. Detailed procedures are listed in ASB 76-65-44.

- All flexible hoses must be replaced as per the manufacturer's standard practice. In any event the maximum service life for these hoses may not exceed 10 years from date of manufacture. These hoses must be entered and tracked in the Aviation Service Provider's maintenance program.
- Aviation Service Provider must perform regular engine power checks in accordance with the manufacturer's recommended program and intervals, unless alternative methods are established by Aviation Service Provider and BP, in writing.
- In addition to routine analysis, spectrographic oil analysis is conducted on aircraft and engines when requested by BP.
- Aviation Service Provider must perform regular engine power trend checks and graphical display of the trend analysis, unless alternative methods are established by Aviation Service Provider and BP, in writing.
- Aviation Service Provider must follow and observe all of the manufacturer's recommended and mandatory engine rinsing, washing, protection, preservation, and storage procedures.
- Aviation Service Provider must ensure that all pressure vessels installed in the aircraft are maintained in accordance with the latest applicable F.A.A. order for hydrostatic testing intervals.
- All helicopters operated for BP must have high visibility main rotor blades (paint scheme), if approved for the model helicopter, which must be alternating red or black and white on the top surface of the blades.
- The entire fuselage must be washed with soap and water at the conclusion of each day's flights unless safety or weather conditions preclude the wash procedure.
- Test flights are performed in designated areas that offer adequate forced landing areas and minimal obstructions.
- Helicopters based offshore must have a qualified maintenance technician at the offshore location, if that assignment extends more than three consecutive nights. Maintenance will not be performed on the helideck at night or during high wind conditions.
- Each helicopter must be equipped with a passenger side mirror to allow the pilot to observe loading and unloading, and a cargo compartment open warning light, if approved for the specific aircraft model. Exception is made for those helicopters assigned a flight crew chief.

7.7.2 Vibration Monitoring, Engine Monitoring, or HUMS

Helicopters with vibration monitoring or HUMS installed must establish a written list of system components and identify those sensors that may be allowed to be inoperative and the time period, expressed in airframe hours.

Maintenance logs shall provide details on inoperative vibration system components and sensors.

A daily trend analysis of the recorded data must be reviewed by the appropriate level of maintenance personnel.

Inspection programs must be written to require verification that vibration parameters are within tolerance at the beginning of a flying period, or appropriate maintenance actions are taken for exceedances before the next flight.

Engine monitoring system, when installed, should have the data analyzed on a daily basis and technical programs written to require verification that parameters were within tolerance for those flights or if not that appropriate maintenance actions were taken.

7.7.3 Towing Aircraft

When aircraft are towed, a ground guide shall be used to clear the helicopter in addition to the tug operator. Tugs shall not be parked unattended nosed into a helicopter or with the engine running. When tugs are unmanned, they shall be parked parallel to the helicopter, the emergency brake on, and the engine off.

7.7.4 Maintenance Equipment

Maintenance equipment such as maintenance stands shall not be left unattended on ramp areas unless properly secured.

7.7.5 Helicopter Maintenance Runup by Maintenance Personnel

Mechanics that are authorized to run up a helicopter shall have a training program and certification procedure. Recurrent training for maintenance run ups shall be conducted annually.

When conducting run ups by maintenance personnel, helicopters shall be tied to the ramp or helideck with an approved tie down kit and the controls secured before the run up procedure is initiated.

The Aviation Service Provider shall provide mechanics with supplemental checklists to the flight manual before run up procedures are allowed.

7.8 Tool Control Policy

An effective Tool Control Policy (TCP) shall be established which details responsibilities for implementation, maintenance, control, storage, and inventory of common hand tools. It shall be applicable to all Aviation Service Provider's personnel performing or supporting maintenance or operations. The TCP shall provide instant inventory capability through internally configured tool containers with each tool positioned in an individually tailored location, supported by an inventory list with the tool containers. TCP objectives are enhancement of safety by elimination of mishaps and equipment damage attributed to uncontrolled tools. Adherence to the provisions of the TCP is the responsibility of all maintenance personnel and at all levels.

7.8.1 Maintenance Manager

The responsibilities of the Maintenance Manager must include:

- Develop local management procedures.
- Be directly responsible to the Tool Control Program Manager.
- Ensure all personnel are familiar with missing tool-reporting procedures.
- Ensure tool containers are FOD free at all times.
- Require an inventory of all tool containers, special tools, and personal protective equipment (PPE) at the beginning and end of each shift and document change of shift inventories. The mechanic and QA personnel must conduct a sight inventory of specific tools utilized to perform that task prior to starting each task, at each work stoppage, and after maintenance has been completed.
- In the event a tool or part of a tool is missing or not recovered do not release equipment for operation, until a pre-check is conducted to confirm the tool or tool part is not located in the designated equipment scheduled for use.
- Perform semi-annual audits and correct minor discrepancies immediately, and expediting major discrepancies requiring significant remedial action.

7.9 Inventory Control

The Aviation Service Provider must have an effective and efficient inventory control policy which includes a system that:

- Computerizes records.
- Tracks inventory turnover. Total inventory turnover is stated either in number of turnovers per year or number of days of inventory on hand.
- Balances data and educated guesswork. The turn over estimate must effect a balance of inventory used and estimated inventory requirements to ensure helicopter availability.
- Creates an ordering system which restricts access to only those personnel authorized to order inventory.
- Holds employees accountable for inventory management, including inventory ordering levels, shipping errors, and any acceptance of defective items.
- Creates awareness by employees that the inventory-control reports are regularly reviewed and that they are held accountable.

7.10 Maintenance Planning and Scheduling

- Maintenance planning and scheduling is one of the most important elements in maintenance management

Condition Based Maintenance

Condition based maintenance or predictive maintenance should be incorporated and go beyond simple vibration analysis.

The expected outcome of condition based maintenance is:

- Finding future failures before they manifest themselves as a breakdown. A breakdown is defined as the loss of the function a components was designed to accomplish (for example, when a pump stops pumping).
- Gathering information about the equipment and parts affected by the future breakdown.
- Planning and scheduling the repair.
- Eliminating the cost of consequential damage caused by a functional failure, assuming repair before a breakdown develops.

The degree of increased availability depends on how early you anticipate the problem, the possibility of effecting repairs while the aircraft is online, and the cost of repair.

7.11 Pre-shift Maintenance Meeting

A pre-shift maintenance meeting shall be held prior to work activity to discuss the concepts presented. Maintenance planning and scheduling is synonymous with control of maintenance with higher yields during the activity period and less stress and chance of injury.

The pre-shift planning and scheduling meeting should:

- Offer an organized approach to analyzing and executing the work identified for the work period.
- Detail plans, procedures, and records for the evaluation and execution of the planned work.
- Incorporate effective planners, supervisors, and maintenance personnel. One key element of an excellent maintenance system is a well-organized daily meeting. The purpose of the meeting is to finalize a schedule and minor planning issues.
    - The meeting objectives or agenda are the following:
        - Review work from yesterday.
        - Update work for today.
        - Finalize work for tomorrow.
        - Finalize schedule for following week on break day.
        - Track planning and scheduling of key metrics.
        - Schedule 100% of work force including helpers.
        - Resolve new work requests.

The meeting is facilitated by the local maintenance manager and attended by the local operations manager, mechanics, avionics technicians, and helpers.

The meeting will be scheduled at the beginning of the work shift and it is suggested that it last no longer than 20 minutes.

- A priority chart or display should be used to set and maintain priorities.
- Backlog work will be discussed and planned before the meeting to assist in setting the priorities.
- People availability shall be considered when developing the priorities and discussed during the meeting.
- All meeting agreements are final — any change is a break down requirement

Performance tracking of these meetings is critical. The scorecard should track the following:

- Did all the proper people attend?
- Did attendees do their preparatory work?
- What is the level of unapproved work orders in the backlog?
- Was the draft of the following day schedule posted and discussed at the meeting?

In addition to the meeting indicators, the group tracks the classic planning and scheduling indicators such as scheduling compliance, planning compliance and paper compliance.

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SECTION 8
Offshore Fuel System Design and Management

8. Helicopter Fuel System Design and Management

8.1. Offshore Fuel System

8.1.1. General

All helicopters under contract use Aviation Jet Fuel (Jet A or Jet A-1). Aviation fuel is held on the installation to enable refueling of helicopters and must maintain a minimum stock for emergency use.

8.1.2. Responsibilities

The Aviation Service Provider is responsible for ensuring fuel tank replenishment and quality control. In addition, the Aviation Service Provider must develop and implement comprehensive procedures for maintaining the aviation fuel quality standard. The Aviation Service Provider are responsible for oversight of the maintenance and quality control of the refueling facilities and the fuel quality delivered to the helicopter from the installation.

8.1.2.1 Training and Qualification

The Aviation Service Provider is responsible for providing initial and recurrent training of fuel handling personnel to maintain fuel quality. It is necessary that all personnel concerned with fueling operations, whether employed onshore or offshore are adequately trained in the duties they are to perform and supplied with the appropriate instructions and guidance on safe operating procedures. Additionally, when providing heliport personnel they should be fully trained and evaluated in the operation of fire protection equipment provided to cover fueling operations, and the initiation of emergency procedures. Training will be at regular intervals and documented.

8.1.3. Fuel System Description

The refueling system consists of transit tanks for bulk delivery of the fuel offshore, and a delivery system. A bulk storage tank or manifold for transit tanks are provided for the installation storage and dispensing of aviation fuel. The Aviation Service Provider is responsible for the operation and reviewing the certification of the offshore refueling systems. The Aviation Service Provider shall provide a fuel quality inspector to review the fueling facilities at a minimum of annually. These reviews will normally be conducted in conjunction with helideck inspection. The Aviation Team Lead, if deemed necessary, may order additional inspections or reviews.

The Aviation Service Provider must have a qualified fuel program that regulates how they manage and train personnel to maintain the fuel systems. The following is provided as informational purposes only and the operator's fuel manual takes precedence.

8.1.3.1 Minimum Standard Fuel System and Components:

- Fuel Nozzle - EBW-490 1 inch fuel nozzle (Handle latch shall be removed to provide for a Dead Man Feature)
- Bonding Cable Assy. - Copper 3 inch clamp (GTP-5890C), 1/16 inch or larger Stainless Steel cable 3 feet long, Bonding Pin (GTP-1099S-1).(Clamps should not be restricted to a specific manufacturer-can be purchased locally)
- Fuel Hose - 1 inch diameter (API-1529 current edition) length dependent on location.
- Reel - Hanny 800 Series Stainless Steel Spring Return (820-30-31A). (Part number also determines hose capacity.)
- Filter Housing - Velcon VF-61EP1/2 (Accessories – Gammon differential pressure gauge)
- Filter Element - Velcon Full Flow Monitor IP Approved 0.5 Micron.(ACO-51201 current series)
- Piping - 316L Stainless Steel 1.5 inch diameter minimum, 2 inch recommended. (316 or 304 – 316 preferred)
- Joints - Socket Welded. (Where possible – pump and separator are threaded). All flanges should have a bonding strap across the two flange surfaces.
- Valves - 1.5 or 2" Flanged Stainless Steel. (304 or 316 Stainless – 316 Preferred - with flame resistant or metal flange seals)
- Unions - Welded Flanges preferred. (304 or 316 Stainless – 316 preferred – with flame resistant or metal flange seals)
- *Pump Pneumatic - Wilden T-8 or T-15 depending on pipe length and lift. Regulator 0 to 75 psi tamper proof. (Regulated maximum 60 psi)
- *Pump Electrical - 2 or 3 horsepower single or 3 phase. Motor Starter if required. - Gorman Rupp Centrifugal Type preferred) (Positive displacement types should be avoided)
- Filter Separator - Superflex Double Stack (VCS-223-7-1S422FC). (accessories – pressure relief valve, air eliminator and Gammon differential pressure gauge)
- Tank - UL-142 2000 gallon horizontal tank with ¼ inch per 1foot slope. Tanks equipped with Saddle Skids. Exterior coating Carbomastic 15 System with Carboline AG-134 Polyurethane Top coat. Interior coating Ameron 395 White System. 1 inch Stainless Steel Drain Ball Valve.
- Tank Accessories - 6 inch Emergency Vent (Morrison 244 Series), 2 inch Flame Arrestor (Morrison 351S Series), 64 inch Wood Gauge Stick.
- Emergency Shutdown Valve at Tank Outlet - Snap-Tite Hung Piston 2 inch Stainless Steel.

- Heliport Fuel Point Box - Steel 4'X3'X3' with lid and drain connection. (Aviation Service Provider current design is Galvanized 42"W X 54"L X 42"D with a 2" drain).
- Pump and Filter/Separator Spill Containment - Pump and Filter/Separator will be mounted on the tank drip pan
- Tank Spill Containment - Skid pan with 6 inch combing with drain plumbed into platform sump system.
- Start/Stop stations at pump and fuel point. Fuel point start/stop station will have a pump "on" indicator light.
- All hardware should be Stainless Steel where possible. (Flange, tank lid, separator lid and mounting hardware)
- (Deviation from specific manufacture and part number should have an approval process).

8.1.3.2 Spare Parts – Suggestion

- One Filter Set
- One O-Ring Set
- One Nozzle Overhaul Kit
- One spare pump – same name brand as installed. Strong suggestion to place both pumps in parallel. This would allow alternation of pumps and keep both serviceable, plus give backup capability

8.1.4. Static Electricity

In particular filters when the fuel is flowing through the handling systems, electrostatic buildup increases until the potential difference is sufficient to allow an electrical discharge to earth through an adjacent member, consequently, causing a spark. All components must be effectively bonded before starting any procedure for the movement or transfer of fuel (including fuel drain) to prevent a static discharge and subsequent risk of fire or explosion in a fuel rich atmosphere.

8.1.5. Bonding

CAUTION: Pipe work and major components, pumps, meters, filters, and so on, must be effectively bonded to clean unpainted metal parts.

The danger of fire or explosion brought about by faulty or ineffective bonding, or negligence in performing bonding procedures, cannot be overstressed. Fuel installation bonding cables must be connected to the aircraft before refueling starts and not removed until it is completed. Hoses must not be connected to transportable or sample recovery tanks until the bonding lead is attached.

Refueling hoses have an anti-static covering, but must be bonded to the aircraft to ensure complete continuity. Also, due to new requirements, the anti-static covering on the fuel hoses must be supplemented by a separate bonding cable from the fuel system piping to the aircraft. This is in addition to the nozzle bonding cable. Bonding is accomplished through the hose to the aircraft when pressure refueling through the coupling, the coupling forms a positive metal to metal contact.

8.1.6. Bulk Plants

8.1.6.1 Fuel Delivery to the Bulk Plant

A fuel acceptance check list shall be developed and implemented to accept bulk fuel delivery. The bulk delivery truck should be allowed to stand for a minimum of 15 minutes to allow settling of the fuel load. A fuel quality Certificate of Analysis should be obtained with the fuel delivery and maintained with a fuel file. A complete API Gravity Check on each compartment should be obtained and recorded on the fuel record. A person should be stationed at the primary shutdown for the fuel delivery truck for immediate shut down if a leak or spill is detected.

8.1.6.2 Bulk Plant Checks

8.1.6.2.1 Daily

- Each tank shall be sumped and checked for contamination and fuel quality. The sample size should be approximately one-half to three-quarters of a gallon.
- Each filter/separator shall be checked for leakage and sumped for contamination.
- The differential pressure of the delivery filter/separator shall be obtained and recorded.
- The Differential pressure on the receiving separator, during receiving operations, shall be obtained and recorded.
- Check the condition of the bonding equipment. A monthly check of the continuity should be performed and recorded.
- Check for pump leaks
- Check all electrical components for condition
- Check valves, gauges, lines and tanks for leaks
- Complete a general condition check, which will include checking components for rust, house keeping, paint condition, etc.
- A record of each daily check shall be recorded and available for inspection.

8.1.6.2.2 Annual

- Tank annual inspection shall include removing the manway or tank lid and inspecting the interior for contamination and liner condition.
- The cover shall be removed from the filter separator and inspect the internal components and lining. Replace the filter and seals.
- Calibrate the pressure gauges that indicate system pressure.
- Function checks of any electrical or manual components and valves.
- Perform manufacturer's suggested inspection criteria.

8.1.7. Transit Tanks

Aviation fuel is shipped to the offshore facilities in transit or tote tanks. These tanks must be constructed to comply with DOT Hazardous Material Regulations. Stainless steel construction is recommended for the transit tanks.

Transit tanks shall be inspected for damage, leakage, and serviceability at the following intervals:

- In accordance with applicable regulations.
- Shall be outfitted with a protective ring around the man-way or cover.
- On arrival offshore, a check shall be made to ensure the seals are intact and the tank is not damaged.
- When the fuel in any transit tank has been rejected for quality.
- Onshore, the Aviation Service Provider conducts an inspection, and the result recorded when the tank is refilled.
- Annually, the Aviation Service Provider fuel support personnel or a specialist organization must comply with the inspections detailed in the Aviation Service Provider's Fuel Handling Manual.

Tanks are returned to the appropriate shore base as soon as possible once they are empty, or have been rejected. Shore base personnel coordinates with the Aviation Service Provider for tank replenishment.

8.1.7.1 Transit Tank Delivery System

The fuel delivery systems for transferring fuel from the transit tanks to the aircraft must be subject to inspection by either the Helicopter Landing Officer (HLO) or an authorized and trained individual.

8.1.7.2 Receiving, Inspection and Cleaning of the Empty Tanks:

When receiving empty tanks which have been unloaded from boats at the shore base the following shall be carried out:

- Position the empty tank on a skid or designated area for ease of inspection and cleaning.
- Inspect the complete tank condition including all valves, piping, flanges, gaskets, caps, covers, shackles, cable condition and inspection date, condition of internal and external paint and corrosion and damage.
- Complete a Tank Inspection Checklist form.
- All tank discrepancies shall be identified and documented at this time.
- If a tank is found to be unsafe and/or unserviceable for use then the tank shall be quarantined until an investigation can be carried out.
- This form shall be kept on file for three months.
- Empty tanks will either be transported to an onsite storage area or to Aviation Service Provider's storage yard.
- After inspection Aviation Service Provider shall carry out flushing and cleaning, as necessary, prior to filling with jet fuel.
- Aviation Service Provider shall perform tank cleaning and flushing in accordance with existing safety procedures.
- After tanks are cleaned, the Aviation Service Provider will document the results of the cleaning in the Tank Inspection Checklist form.

8.1.7.3 Refilling the Tanks:

After the tanks have been cleaned and inspected and the Tank Inspection Checklist Form has been completed and signed, will the tanks be filled with jet fuel.

After filling, Aviation Service Provider shall close and securely lock all of the tank openings with seals. E.g. All valves, all manholes, all flame arrestors and pressure relief assemblies.

Upon arrival at shore base the tote tank shall be sumped and inspected:

- Condition, status of the seals and plastic covers.
- Verify quantity of the fuel received and the transit tank is full.
- Complete, sign and file a Tank Inspection Checklist form.
- No tanks shall be accepted with broken or missing seals.
- If a transit tank arrives at shore base without complete seals then the tank and the jet fuel contents shall be quarantined until an investigation can be carried out.
- Aviation Service Provider shall be responsible for any discrepancy, contamination and any additional expenses incurred.
- Any fuel which does not meet the minimum requirements shall be disposed of at Aviation Service Provider's expense.

8.1.7.4 Loading & Acceptance of Transit Tanks - Marine Vessels:

Within twenty-four hours of loading transit tanks to the Workboat for transport to an offshore location the Aviation Service Provider will inspect the tanks to ensure that:

- All tank openings have seals.
- All tank openings have plastic covers.
- Tanks are not damaged or leaking.
- Tanks are properly sumped and no contamination is present.

8.1.7.5 Transit Tanks - Fuel Acceptance and Testing

Fuel is delivered to the offshore installation in transit tanks that are stowed in a dedicated area. On receipt of a transit tank on board, the HLO must perform the following actions:

- Visually inspect the tank and associated framework for dents or other defects and look for indications of leakage. If structural damage is found, the HLO must not accept the tank and must inform the OIM or Installation Supervisor immediately.
- Check that all seals, lockouts, or markings are in place on the sample points, valves, and sumps. Each tank supplied by the Aviation Service Provider has lockouts or tamper markings on all hatch and inspection covers. They are not to be broken unless the HLO suspects possible contamination. Each tank is inspected for cleanliness and fully filled prior to shipment by the Aviation Service Provider. Report all tampering to the appropriate shore base supervisor.
- Ensure the tank is marked with the correct grade, such as Jet A.

- Press the button on the vent valve to relieve any pressure in the tank. Then remove the sounding cap and check that the quantity of fuel in the tank tallies with that shown on the shipping papers. If a vent valve is not installed, slowly open the fill cap being careful to allow venting without splash effect or spillage. The small amount of residual static pressure is relieved prior to fully opening the cap.
- Drain free water and sediment from transit tank sump. Allow the tank to settle for a one hour per foot of fuel depth, if minor levels of free water are noted.
- The HLO must draw a sample from the tank sump line into a clean, clear glass jar. The sample size should be approximately one-half to three-quarters of a gallon. The following checks should be performed on the sample:
    - Check that the fuel is of acceptable color. The acceptable color may vary from water white to straw color.
    - Check that the fuel is clear and bright, such as free from sediment and of a sparkling appearance, having no cloud or haze. If water is present in the fuel sample it will appear as either slugs of water (free water) or as cloudiness (suspended water) or both.
    - Check that the fuel is free from solid matter and surfactants, such as small amounts of rust, dust, scales or slime. The HLO must perform a visual inspection, giving the sample a swirling action to cause a vortex. Any sediment should collect in the center and be readily visible. Sediment appears as a discoloration or suspension in the fuel sample. The final sample must be sediment free. If not, the tanks must be quarantined labeled as contaminated and returned to the shore base.
- If free water is present in the sample, draw further samples until the fuel becomes clear and water free. This may require an additional settling time of a half hour per foot of fuel depth, if suspended water is present after several samplings. Mark the tank as contaminated, return it to the docks, and notify the appropriate aviation dispatcher. If free water is detected in amounts greater than one quart per sample taken return the tank to the shore base. The aviation dispatcher notifies the aviation assurance personnel and a review is initiated.
    - Only when the HLO is satisfied that the tank and fuel meet the criteria listed above, can the transit tank contents be considered fit for purpose and the tank connected or transferred.
    - Before returning a used transit tank to shore, the contents must be recorded in the cargo manifest.
- Transit tanks shall be allowed to settle 6 hours or 1 hour per foot of fuel height, which ever is greater before any use.
- When the transit tank fuel is transferred to the primary tank the primary tank shall be allowed to settle one hour per foot of the total fuel height. If a Go-No-Go type filter is installed as the final filter at the helideck a minimum of one hour settle time may be utilized.

8.1.8. Fuel Quality Control

The Company accepts the Aviation Service Provider's "Fuel Management Manual." The following information is provided for general guidance only.

8.1.8.1 Responsibilities

The control and management of aviation fuel delivered to and used on board the installation is the direct responsibility of the Aviation Service Provider, HLO, or designated person.

The responsibilities of the HLO with regards to the acceptance, storage, testing, and maintenance of the aviation fuel, the fuel storage, and delivery systems are specified in the Aviation Service Provider's "Fuel Management Manual."

8.1.8.2 Training

Prior to conducting any refueling, maintenance, or fuel quality checks the individual must be trained under the Aviations Service Provider's "Fuel Management Guide".

8.1.8.3 Contamination

8.1.8.3.1 Water

Water may be present in three forms:

- Dissolved Water. Water molecules are present in JET Fuel as part of its chemical structure. The molecules are undetectable and present no hazard to the aircraft, if they remain chemically combined with the fuel. Although considered, the quantity of dissolved water held by the fuel is directly proportional to its temperature such as the warmer the fuel the more water it can hold. The fuel is hot and is therefore able hold a relatively large quantity of water during manufacture. The fuel cools and part of its water content condenses out to form suspended water droplets once it is in transport or storage tanks. Any rise in temperature allows the fuel to absorb the suspended droplets again, together with any water available in the atmosphere. Accordingly, it is recommended that tank fuel samples are taken at the end of the coolest part of the day (usually early morning).
- Suspended Water. A very fine mist of water droplets suspended in fuel, which can cause it to take on a cloudy appearance if present in sufficient quantity; but at very low concentrations the fuel appears clear. Suspended water gradually settles to the bottom of the tank, forming large drops of free-water.
    - Free-water. Free water appears as slugs or as a layer lying on the bottom of the glass sample jar when sampling fuel.

8.1.8.3.2 Solids

Solid contaminants comprise mainly of dirt, dust, pipe or tank lining scale, or rust particles which have unavoidably been picked up by fuel during transit. Fuel must not be passed for use until a clean, contamination free sample, taken from the clean side of filters is obtained. Further investigation is required, if solid contamination is found that can be caused by filter element breakup, or from pipe work and hoses downstream of the filter or other factors.

8.1.8.3.3 Surfactants (Surface Active Agents)

Surfactants can appear as slime, dark brown/black layer, scum or lacy material in the bottom of the sample container or at the water/fuel interface. This contaminate can disarm the filter/separator and cause the water removal capabilities to become ineffective. Surfactants in fuel can be the result of naphthenate or sulfonate carry over from the refinery, or inhibitors, dispersants, and static dissipaters. A white bucket test is the procedure to follow to determine surfactant contamination.

8.1.8.3.4 Discoloration

Discoloration of fuel can be caused by many contaminants, including other petroleum fuels and substances, fine suspended solids, or water. Fuel that shows signs of discoloration must not be used.

8.1.8.3.5 Micro-biological Bacteria and Fungi

There are many species of bacteria and fungi that can grow in hydrocarbon fuels, given the appropriate temperature conditions, the availability of water, and certain essential nutrients; two in particular can cause problems in fuel handling systems and in aircraft. They are the fungus Cladosporium Resinae and sulphate reducing bacteria (SRBs), in particular Desulfouibrio.

- Cladosporium Resinae

  This fungus can grow in any water and fuel solution under the appropriate conditions, particularly where the water (which may only be a few drops) is continually replaced or replenished by a fresh supply containing additional dissolved nutrients. Conditions inside the aircraft wing tanks are particularly favorable, where the complicated structure creates the formation of small un-drainable pockets of water and the frequent heating and cooling cycle when operating in tropical areas promotes water precipitation and the appropriate growth conditions.

  Regular inspections can enable aircraft operators to locate and deal with this problem before significant growth has occurred, but it is extremely difficult to prevent the initial growth of fungus under certain environmental conditions. As a preventative measure, some airlines occasionally treat their aircraft tanks with a fuel biocide, such as Biobor JF, or adopt the regular use of a Fuel System Icing Inhibitor (FSII), which has biocidal properties in addition to its anti-icing capabilities.

  A similar situation can exist in ground storage tanks or fueling vehicles, but for a number of reasons. Problems as serious as these in the aircraft seldom arise. This is mainly because cyclic changes in fuel tank temperature are much less, and all fixed and mobile equipment is carefully designed to eliminate un-drainable water pockets. However, fungal problems can occasionally develop in fueling facilities. The evidence among other symptoms is unusually colored water drain samples. Such cases indicate gross deficiencies in fuel quality control practices. Action to remedy the situation is immediately initiated focusing on the location and elimination of water.

- Bacteria

Certain microorganisms known as anaerobic bacteria thrive in stagnant unaerated water, particularly if it contains decaying organic matter and sludge. These bacteria satisfy their oxygen requirements by breaking down oxygen containing compounds, and in the process, generating by-products such as hydrogen sulphide are generated. A phenomenon largely responsible for the bad odor often present in stagnant pools or lakes.

The same bacteria can also exist in stagnant water that has settled out under hydrocarbon fuels. One particular species, Desulfovibrio, extracts its oxygen from inorganic sulphate compounds, such as iron sulphate present in tank bottom rust. Aviation fuels stored in contact with water may, under the right conditions, become corrosive due to the action of these bacteria. These bacteria are equally active in salt or fresh water, and persist in any sludge remaining in the bottom of a tank, even if the polluted water is replaced by a clean supply.

The development of corrosive fuel in storage due to bacterial action can be avoided by stringent adherence to water drain procedures.

8.1.8.4 Additives in Fuel

Generally, additives are included in the composition of the product during manufacture; however, Anti-Icing Additive (AIA) may have to be introduced separately, due in part to the high risk to refinery staff when handling bulk AIA. For example, Prist, a commonly used AIA product is considered hazardous to health as it can be absorbed through the skin and is thought to be a carcinogen.

The use of a metered applicator nozzle is considered the only way to apply Prist evenly into the fuel without risk to personnel. The practice of adding the product directly to the fuel by open spray is not recommended and it is prohibited on Shell refueling operations.

Note: Due to the low concentrations used, once AIA is diluted in fuel, there is no greater hazard than with un-doped fuels.

8.1.9. Fuel Quality Assurance Checks

8.1.9.1 Daily Quality Checks

Prior to the first refueling the HLO must ensure that a sample is drawn from the online tank and the next tank to be used, if installed. Samples, should be approximately one-half to three quarters of a gallon, must be taken early in the morning when the temperature is low allowing any free water to fallout. Samples shall be checked for color, appearance and contamination as discussed above. Approximately one pint of the sample should be marked and retained for 24 hours.

The filtration system sumps (including filters and separator) are pressurized and drained until clear. While the system is pressurized obtain a sample at the helideck No-Go Filter and fuel hose nozzle. The sample size should be approximately one quart and a minimum of one pint portion of the sample should be marked and retained for 24 hours. Fuel samples are taken and checked to ensure that they are clear and free from water and solids contamination. Daily checks must be recorded, and the fuel samples retained for at least 24 hours after the test.

The filter housing, water separator, tanks, valves, and hose connections shall be checked for leaks on a daily basis.

The bonding cable, clamp and pin shall be checked for condition. Monthly the cable should be checked for continuity.

Check the nozzle for condition. The screen should be removed and checked for condition and cleanliness on a monthly basis.

Check the reel for condition and function.

NOTE: Fuel samples must be sealed and dated, signed by the HLO taking the sample, and kept until any investigation is complete, in case of a helicopter incident or accident following refueling on the installation.

Prior to refueling the helicopter a sample must be taken at the nozzle and if requested offered to the pilot for review.

The helicopter fuel sump shall be sampled (no less than one pint) prior to first flight. The sample shall be labeled and retained for 24 hours.

8.1.9.2 Weekly Checks

The operation, cleanliness and integrity of the system must be checked and recorded. The HLO must be responsible for ensuring that the following checks are performed on the system on a weekly basis, in addition to the requirements of the planned maintenance routines.

- Check the entire fueling system from the tank to the hose nozzle and ensure that there are no leaks of valves, pipe connections, drains, and so on.
- Check all transit and storage tank top fittings. Check that the caps are in place and are dirt free, and that they are watertight and lockouts or markings are in place.
- Check that the delivery nozzle is free from leaks and the dust cap is in place, if installed.
- Perform a test on the fuel hose at operating pressure, ensuring that it is leak free.
- Check the pressure drop on the filter and water separator. This item is normally performed immediately after the refueling operations are completed.
- The fuel delivery pumps must be changed over every week, if the fuel installation has dual pumps.
- Check that the glass jars are clean and available. (This is a quality control equipment check.)
- Check that all fire equipment is in place, such as correct number of extinguishers, and so on.
- Check the contents of the emergency locker (crash box). Make certain that all equipment is in place and in good condition (replacing items as necessary).
- The HLO is responsible for the fire suits (if required) being issued and checked along with other associated personnel protective equipment (PPE). The equipment must always be in good condition and that any worn, dirty, or defective equipment

is withdrawn and replaced. He must coordinate with the installation HS&E Representative as required to achieve this requirement.

Check condition of all bonding cables (reel, and so on). Special attention must be given to the bonding cable at the bund since it is exposed to the elements

8.1.9.3 Monthly

The bonding cable, clamp and pin shall be checked for condition. Monthly the cable should be checked for continuity.

Check the nozzle for condition. The screen should be removed and checked for condition and cleanliness on a monthly basis.

Check for missing, peeling, or illegible placards.

Send fuel quantity report to the aviation dispatcher or Aviation Service Provider, as appropriate.

8.1.9.4 Annually

An authorized Fuel Inspector must carry out annual inspections. All filter elements (shrouds, gaskets, and seals) must be replaced. Open up static tank and inspect interior for contamination, corrosion, etc. Clean and service as necessary.

The authorized Fuel Inspector must issue a report for each annual inspection. The Aviation Team Lead must receive a copy of these reports.

8.2. Helicopter Refueling

Helicopter refueling operations is contained in Section 10, paragraph 10.6.14.

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Section 9
QUALIFICATION, COMPETENCY AND TRAINING

9 Qualification and Training, by Duty Assignment

9.1 Introduction

All personnel are required to be accepted by name, qualification, and experience prior to assignment. However, the Aviation Service Provider may select from a pool of approved personnel already established to fill various vacancies without seeking re-approval for individual assignments.

Prior to being assigned all personnel must undergo specific training for job assignments. The training syllabus must be accepted by Aviation Logistics for each contract role. Acceptance for each person must be cleared with the Aviation Safety Advisor or GoM Aviation Assurance.

It is recognized that it is not always possible for all crew to meet the experience requirements listed in this document. Consideration is given to establishing an aggregate cockpit experience matrix to allow helicopter service providers increased flexibility under these circumstances. Such circumstances include the provision of new aircraft types. Where such situations exist, the matrix must be jointly developed by the Aviation Service Provider and BP. The matrix is approved in writing by BP before use.

A detailed personnel listing by job assignments shall be provided each month.

9.2 Qualification

9.2.1 Rescue Team Personnel – Winch and Hoist

Operations involving the transfer of personnel by winch and hoist must be performed only under aircraft weight and performance conditions that ensure the ability to maintain a hover in the event of a single engine failure.

It is recognized that nominated members of the crash rescue team would benefit from being familiar with winch and hoist lift as part of their training, and that the type of aircraft available may not be capable of the required performance in the ambient conditions experienced.

In this case, the exposure to risk is justified on balance provided that:

- The helicopter crew and trainees are briefed on actions in the event of engine failure.
- The exercise is performed on an airfield or airstrip.
- Training for personnel nominated is restricted to being initially familiar (two lifts) and annual continuation.

9.2.2 Maintenance Crew Qualifications

All mechanics are required acceptance by name, qualification and experience to commence maintenance activities. However, the operator may select from a pool of approved mechanics already established to fill various vacancies without seeking re-approval for individual assignments.

Maintenance Technicians working on BP contracted aircraft must have the following qualification and experience requirements:

9.2.2.1 Maintenance Manager

The Maintenance Manager must have a demonstrated aviation maintenance background with a minimum of three years experience maintaining aircraft in the same or similar geographical environment. The maintenance manager must successfully complete a manufacturer's course on the aircraft type he will be supervising.

9.2.2.2 Lead Technician

Lead Technicians must have current Airframe and Power Plant certificate and have completed a manufacturer approved course on the specific type helicopter. Technicians must have an overall background of not less than five years experience in aviation maintenance and not less than three years in servicing and inspection of the applicable aircraft type. A&P Lead Technician must have an overall six months experience with the Aviation Service Provider on specific aircraft type.

9.2.2.3 Airframe and Power Plant Technician

Airframe and Power Plant Technicians must have a current Airframe and Power Plant certificate and completed a manufacturer's approved course on the specific helicopter type. A&P mechanics must have an overall six months experience with the Aviation Service Provider on specific aircraft type.

9.2.2.4 Avionics Technician

Avionics Technicians must have a current Avionics certificate and have completed a manufacturer approved course on Avionics, or equivalent. Technicians must have an overall two years experience with the Aviation Service Provider and six months on specific aircraft type.

9.2.3 Flight Crew Qualification

All flight crew are required acceptance by name, qualification, and experience to commence revenue flight operations. A pilot must be individually accepted for each assignment even though he may be listed as qualified for BP under the provisions of this section. A monthly published list is made available to identify those accepted pilots by job assignment.

9.2.3.1 Flight Crews with Additional Training

Pilots assigned with additional training and the requirements listed under Paragraph 9.3.2.11 may be assigned to the contract if approved by Aviation Logistics and the following minimum experience requirements are met:

Simulator training in a Level C or Level D Simulator may be substituted for actual flight times up to 10% of the total requirement, except Level C Simulator time may not substitute for type and model specific time within the last 90 days.

9.2.3.1.1 Pilot-In-Command – Helicopter, Multi-Engine - IFR

The following requirements for a Pilot-In-Command to operate a helicopter, multi-engine, and IFR include:

- Airline Transport Pilot certificate, Rotorcraft Helicopter not limited to VFR.
- FAA First Class Medical certificate renewed at least annually.
- FCC Restricted Radio and Telephone Operators Permit, as required.
- Flight experience requirements:

  3,000 hours total time in helicopters.

  1,500 hours as Pilot-In-Command, of which 500 is Multi-engine Helicopter.

  100 hours in the past 12 months.

  30 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

  100 hours in type.

  100 hours total instrument time, of which 50 hours must be in helicopters (25 hours may be in simulator).

  150 hours total night time (50 hours must be in helicopters).
- Helicopter accident and violation free history.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- One-year operational experience equivalent to the proposed helicopter operation in both aircraft usage and geographical area.
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.
- Simulator training is required for transport category pilots for transition and recurrent training in the specified aircraft, if available. Pilot qualification must be reviewed on a case-by-case basis, if simulators are not available for a specific helicopter type.

9.2.3.1.2 Second-In-Command – Helicopter, Multi-Engine - IFR

The following requirements for a Second-In-Command to operate a helicopter, multi-engine, and IFR include:

- Commercial helicopter rating, with helicopter instrument rating.
- FAA First Class Medical certificate, renewed at least annually.
- FCC Restricted Radio and Telephone Operators Permit or equivalent, as required
- Flight experience requirements:

  1,000 total hours in helicopters, of which 300 is Multi-engine helicopter.

  100 hours in the past 12 months.

  30 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

  50 hours in type.

  25 hours total instrument time, of which 15 hours must be in helicopters (10 hours may be in simulator).

  25 hours total night time in helicopters.
- Helicopter accident and violation free history.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- Six months operational experience equivalent to the proposed helicopter operation in geographical area.
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.
- Where available, Simulator training is required for transport category pilots for transition and recurrent training in the specified aircraft, if available. Pilot qualification must be reviewed on a case-by-case basis, if simulators are not available for a specific helicopter type.

9.2.3.1.3 Co-Pilot – Helicopter, Multi-Engine - IFR

The following requirements for a Co-Pilot to operate a helicopter, multi-engine, and IFR include:

- Permitted only with approval from GoM Logistics Manager, in writing.
- Commercial helicopter rating, with helicopter instrument rating.
- FAA Second Class Medical certificate, renewed at least annually.
- FCC Restricted Radio and Telephone Operators Permit, as required.
- Flight experience requirements.

  500 total hours in helicopters.

  50 hours in the past 12 months.

20 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

20 hours total instrument time, of which 15 hours must be in helicopters.

- Helicopter accident and violation free history.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- The pilot must satisfactorily complete a clearly defined training program to be eligible for this assignment. BP Aviation Logistics and Safety must approve the training program prior to implementation of this procedure.
- Simulator training is required for medium and transport category pilots for initial training in the specified aircraft, if available. Pilot qualification must be reviewed on a case-by-case basis, if simulators are not available for a specific helicopter type.
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.

9.2.3.1.4 Pilot-In-Command – Helicopter, Multi-Engine - VFR

The following requirements for a Pilot-In-Command to operate a helicopter, multi-engine, and VFR include:

- Commercial Helicopter rating, with helicopter instrument rating.
- FAA First Class Medical certificate, renewed at least annually.
- FCC Restricted Radio/Telephone Operators Permit, as required.
- Flight experience requirements:

  1,500 hours total time in helicopters.

  500 hours as Pilot-In-Command, of which 100 is Multi-engine Helicopter (250 may be Pilot-Under-Supervision).

  100 hours in the past 12 months.

  30 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

  50 hours in type.

  25 hours total instrument time, of which 15 must be in helicopters (10 hours may be in simulator).

  25 hours total night time (15 hours must be in helicopters).
- Helicopter accident and violation free history.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- One-year operational experience in geographical area.
- Six months operational experience in the helicopter type.

- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.
- Simulator training is required for transport and medium category pilots for transition and recurrent training in the specified aircraft, if available. Pilot qualification must be reviewed on a case-by-case basis, if simulators are not available for a specific helicopter type.

9.2.3.1.5 Safety-Pilot – Helicopter, Multi-Engine - VFR

The following requirements for a Safety-Pilot to operate a helicopter, multi-engine, and VFR include:

- Permitted only with approval from GoM Logistics Manager, in writing.
- Commercial helicopter rating, with helicopter instrument rating.
- FAA Second Class Medical certificate, renewed at least annually.
- FCC Restricted Radio and Telephone Operators Permit, as required.
- Flight experience requirements.

  500 total hours in helicopters.

  50 hours in the past 12 months.

  20 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

  20 hours in helicopter type.

  20 hours total instrument time, of which 15 hours must be in helicopters.
- Helicopter accident and violation free history.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- The pilot must satisfactorily complete a clearly defined training program to be eligible for this assignment. BP Aviation Logistics and Safety must approve the training program prior to implementation of this procedure.
- A course of instruction for FAR 135 aircraft qualification, pilot initial transition, and manufacturer's approved course or equivalent.
- A course of instructions covering Crew Resource Management and Human Factors as they relate to dual pilot operations.
- The Safety-Pilot must be qualified under FAR 135 to perform flight operations as a pilot-in-command for the aircraft type.
- The Safety-Pilot may only be assigned to a crew where the Captain has attended a course of instruction on Crew Resource Management and Human Factors as they relate to dual pilot operations.
- The Safety-Pilot shall not manipulate the controls with passengers onboard until achieving 50 hours in type, as pilot manipulating the controls.

- The Safety-Pilot is restricted to the left seat until achieving 100 hours in type, as pilot manipulating the controls. Prior to performing flight activities in the right seat the Safety-Pilot must satisfactorily pass a FAR 135 checkride in that seat. The checkride shall include takeoff and landings at an offshore installation.
- Successfully complete a course of ground instruction, flight training, and flight evaluation on inadvertent IFR procedures while in the offshore environment, to include a minimum of 10 instrument approaches (three of which must be an ILS).
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.

9.2.3.1.6 Search and Rescue Pilot-in-Command

In addition to meeting the requirements for Pilot-in-Command Helicopter, Multi-engine IFR the assigned SAR Captain shall be experienced, qualified and trained in SAR operations. Preference is given to those with a military, coast guard, or civilian experience as SAR Captain.

9.2.3.1.7 SAR Crewman and Water Rescue Specialist

The following requirements for a SAR Crewman and Water Rescue Specialist include:

9.2.3.1.7.1 Qualifications:

- Completion of an approved Initial and advanced training course in Search and Rescue, Hoisting/Winching of personnel, and External Load operations.
- At least one rear crewmembers must be trained in first aid to include advanced life support.
- Water survival training to include HUET.
- Training covering the appropriate parts of the BP "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past twelve (12) months.
- SAR Crewman must have experience in External Load operations, Winching/Hoisting operations, be a good swimmer, and receive recurrent training to maintain efficiency.

9.2.3.1.7.2 Experience:

- Winch Operator
  - One year previous military or civil experience on dedicated SAR helicopter.
  - Winch/Hoist Operator must have a minimum of 100 helicopter hoist/winch operations. The required winch/hoist operations must consist of open water; day and night hoist/winch operations for personnel and stretchers.
- Rescue Specialist
  - Recommend at least one year of previous military or civil experience on dedicated SAR helicopter.
  - Rescue Specialist must have a minimum of 50 hoist/winch operations.

9.2.3.2 Flight Crews without Additional Training

Pilots assigned without all the requirements listed under Paragraph 9.3.2.11 may be assigned to the contract if approved by Aviation Logistics and the following minimum experience requirements are met:

9.2.3.2.1 Pilot-In-Command – Helicopter, Multi-Engine - IFR

The following requirements for a Pilot-In-Command to operate a helicopter, multi-engine, and IFR include:

- Airline Transport Pilot certificate, Rotorcraft Helicopter not limited to VFR.
- FAA First Class Medical certificate renewed at least annually.
- FCC Restricted Radio and Telephone Operators Permit, as required.
- Flight experience requirements:

  4,000 hours total time in helicopters.

  1,500 hours as Pilot-In-Command, of which 500 is Multi-engine Helicopter.

  100 hours in the past 12 months.

  30 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

  200 hours in type.

  100 hours total instrument time, of which 50 hours must be in helicopters (25 hours may be in simulator).

  150 hours total night time (50 hours must be in helicopters).
- A helicopter accident and violation free record within the past five years.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.
- One-year operational experience equivalent to the proposed helicopter operation in both aircraft usage and geographical area.

9.2.3.2.2 Pilot-In-Command – Helicopter, Multi-Engine - VFR

The following requirements for a Pilot-In-Command to operate a helicopter, multi-engine, and VFR include:

- Commercial Helicopter rating, with helicopter instrument rating.
- FAA First Class Medical certificate, renewed at least annually.
- FCC Restricted Radio/Telephone Operators Permit, as required.
- Flight experience requirements:

  3,000 hours total time in helicopters.

  1,000 hours as Pilot-In-Command, of which 300 is Multi-engine Helicopter.

100 hours in the past 12 months.

30 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

200 hours in type.

50 hours total instrument time, of which 25 must be in helicopters (10 hours may be in simulator).

150 hours total night time (50 hours must be in helicopters).

- A helicopter accident and violation free record within the past five years.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.
- One-year operational experience equivalent to the proposed helicopter operation in both aircraft usage and geographical area.

9.2.3.2.3 Second-In-Command – Helicopter, Multi-Engine - IFR

The following requirements for a Second-In-Command to operate a helicopter, multi-engine, and IFR include:

- Commercial helicopter rating, with helicopter instrument rating.
- FAA First Class Medical certificate, renewed at least annually.
- FCC Restricted Radio and Telephone Operators Permit or equivalent, as required.
- Flight experience requirements:

  2,000 total hours in helicopters, of which 300 is Multi-engine helicopter.

  100 hours in the past 12 months.

  30 hours within the last 90 days with a minimum of 5 hours in helicopter type and model specific.

  100 hours in type.

  50 hours total instrument time, of which 25 hours must be in helicopters (10 hours may be in simulator).

  50 hours total night time (25 hours must be in helicopters).

  A helicopter accident and violation free record within the past five years.
- A successful interview with a BP aviation representative (Aviation Assurance Advisor, Aviation Safety Advisor, or Aviation Team Lead)
- Water survival training to include HUET (Helicopter Underwater Escape Training) within the past five years.
- Training covering appropriate sections of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" within the past 12 months and renewed on an annual basis.

- Six months operational experience equivalent to the proposed helicopter operation in both aircraft and geographical area.

9.2.4 Heliport and Offshore Helideck Personnel

9.2.4.1 Helicopter Landing Officer Qualification

All Helicopter Landing Officers are required to be reviewed by Logistics. A database of those assigned HLO duties will be maintained within Logistics for the HLO network.

To be eligible for the HLO position the individual should be familiar with the offshore environment or operations around helicopters. The candidate must attend a HLO Training Course as required in the Training portion of this Section.

9.2.4.2 Helideck Assistant (HDA) Qualification

All Helideck Assistants should be accepted by the HLO based on qualification and experience. The HDA should be familiar with offshore operations and briefed on his duties and responsibilities by the HLO.

9.2.4.3 Dispatchers and Traffic Clerks Qualification

All Dispatchers or Traffic Clerks should be assigned by the management of the installation. He should be familiar with all paperwork for helicopter operations and communications/coordination methodology with the onshore Aviation Dispatcher.

9.3 Training Requirements

Initial and recurrent training is a vital factor in flight safety and must be carried out to ensure that high professional standards are set and maintained.

All training programs for pilots, mechanics and technicians assigned to the contract must be individually accepted by Company prior to assignment.

Before advancing to senior position, it is required that pilots, technicians and mechanics receive formal instruction in company procedures and responsibilities relevant to the new position.

9.3.1 Rescue Team Personnel – Winch and Hoist

The contracted search and rescue winching and hoisting requirements include a capability to carry out single lifts, but usually require double lift operations. All personnel employed as winch operators, whether full time or part time, must have the following requirements:

- Be an employee or direct contractor of the Aviation Service Provider.
- Completed a formal and recorded training course specifically for winchman/hoist operator, including the following items:
- Knowledgeable in helicopter basic weight and balance
- Knowledgeable in basic aircraft safety and survival equipment
- Knowledgeable of emergency procedures (to include winch and hoist problems, fouling of the cable, severing of the cable, use of bolt cutters, and so on)

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SECTION 7
HELICOPTER MAINTENANCE

7. Helicopter Maintenance

7.1 General

At all times the Contractor must maintain the aircraft, supporting equipment, and tools in a serviceable condition in accordance with the original equipment manufacturer (OEM), Federal Aviation Administration (FAA), standard industry practices, and BP Aviation standards.

7.2 Maintenance Staffing

7.2.1 Day Maintenance Crew

Two properly qualified Airframe and Power Plant Technicians must be assigned to the day shift. Their duties shall include meeting the aircraft upon return to the base in order to coordinate with the flight crew and conduct safety checks on the aircraft.

Prior to flight release for the next flight, the aircraft must be reviewed for mechanical condition and airworthiness by a maintenance technician.

7.2.2 Crew Chief

An Airframe and Power Plant Mechanics (A&P) mechanic qualified to perform maintenance on the specific helicopter type must be assigned to fly on each flight on transport helicopters. The mechanic's duties include checking the aircraft for airworthiness between flights and passenger and cargo management during flight operations.

7.2.3 Night Maintenance Crew Minimum Manning Level

7.2.3.1 Transport Aircraft (above MGW 12, 500 Pounds)

Transport helicopters for the purposes of this manual are defined as a helicopter more than a certified Maximum Gross Weight of 12,500 Pounds.

Three certified A&P mechanics must be assigned to perform routine maintenance on the helicopter. One A&P mechanic shall be assigned as the lead for that particular airframe and remain assigned to that airframe until reassigned by agreement between the Aviation Service Provider and the Aviation Assurance Advisor.

7.2.3.2 Medium Aircraft

Medium helicopters for the purposes of this manual are defined as a helicopter with more than 7,000 Pounds certified Maximum Gross Weight but less than 12,500 Pounds.

Two certified A&P must be assigned to perform routine maintenance on the helicopter. One A&P Mechanic shall be assigned as the lead for that particular airframe and remain assigned to that airframe until reassigned by agreement between the Aviation Service Provider and the Aviation Assurance Advisor.

7.2.3.3 Light Aircraft

Light helicopters for the purposes of this manual are defined as a helicopter less than a certified Maximum Gross Weight of 6,500 Pounds.

One A&P mechanic must be assigned except where multiple light helicopters are based. At those locations, one-half certified A&P may be assigned per airframe.

7.3 Mechanics Assigned to More Than One Type Helicopter

Maintaining several types of helicopters on a day-to-day basis increases the inherent risks of an incorrect procedures or actions by the maintenance crew. This increase risk increases the likelihood of errors of omission or incorrect procedures.

Maintenance personnel shall not be qualified in more than two type helicopters. If qualified in two type helicopters, the mechanic shall not be assigned to maintain both types on a day-to-day basis. If assignment requires multiple type helicopters, the mechanic must be scheduled in blocks of days on a particular type. Recency of experience and type training must be closely monitored both by individual pilots and the Director of Maintenance of the Aviation Service Provider.

7.4 Fatigue Management Plan and Duty Day

The Aviation Service Provider must implement a Fatigue Management Plan for maintenance personnel assigned to the company contract. The following shall be incorporated in the Fatigue Management Plan as a minimum standard:

- Shift work personnel working a 7/7 or one for one schedule the total work periods must not exceed 12 hours in any 24-hour period. If it is essential that the working period be extended the Director of Maintenance or contract-assigned Maintenance Manager shall approve each exception on a case by case basis. The type of work performed during the extension should neither be intricate, nor have significant airworthiness connotations.
- If shifts are regularly scheduled with a heavy maintenance workload to be completed through the night, the length of the duty period is reduced from the 12 hour maximum. Medical studies have shown that workers performing complex processes between the hours of 0300 and 0600 hrs are more likely to make mistakes than at any other time of the day. This factor needs to be considered when introducing a shift pattern and when planning high levels of overnight aircraft maintenance. Ideally the bulk of work should be completed prior to midnight with the residue completed as light maintenance from approximately midnight to 0600 hours.
- Each full working shift must be followed by a minimum 8-hour rest period. Duty and rest periods should be considered when assigning the appropriate number of maintenance staff.
- Mechanics are provided two rest breaks of 20 minutes (mid portion of the first half of work period and mid portion of the second half of work period) and a lunch break of at least 45 minutes during each duty day. The rest breaks and lunch period are free of all duty.
- Mechanic work over (overtime) must not exceed four days beyond the regular work schedule when working a 7/7 work rotation. Other schedules may require additional

restrictions and shall be accepted by the Aviation Assurance Advisor prior to start of the work schedule.

- Mechanics assigned to offshore facilities shall be provided with private, clean, and quiet areas in order to obtain proper sleep and relaxation.

Local managers are required to monitor the daily routine of mechanics to ensure proper break and rest periods are enforced. Repeated failures to follow break and rest periods must be reported to the Aviation Assurance Advisor.

7.5 Work Stands, Working at Heights, and Fall Protection

7.5.1 General Requirements

Employees and contractors are required to use fall protection when working at heights of six feet or greater. A check of fluid levels and other brief inspections may be exempt from this requirement. Work performed offshore may be granted a waiver from this requirement until controlled circumstances for preflight readiness. Fall protection needs must be included in the design and construction of new and remodeled facilities.

7.5.2 Preflight and Turn Around Inspections

All preflight and turn round inspections are to be performed using work stands to minimize the risk of slipping and injury. Large aircraft like the S-92 requires use of an appropriate work stand in order to be fully inspected. All work stands are to be equipped with brakes or a system to insure they do not move when personnel are on them as well as hand holds, guard rails and non-slip surfaces. Other means of fall protection are to be used where practical when work is performed above those heights otherwise requiring such protection.

Operating Supervisor or Designated Alternate is responsible for ensuring that the appropriate fall protection system is being used and that employees and contractors are properly trained. Individual personnel are responsible for recognizing fall hazards and taking preventative measures.

Appropriate work stands must be utilized when conducting pre-flight activities.

When conducting pre-flight actions offshore or at remote landing sites the mechanic may conduct routine surveillance, limited light maintenance or maintenance required to allow an aircraft to return to an onshore base with the following criteria:

- The aircraft operator will identify the single point of authority for any work involving working at heights.
- A risk assessment must be completed involving the responsible BP manager(s) and the Aviation Service Provider, which takes into consideration the need to perform the work, wind conditions, moisture on the aircraft from rain or dew, and ambient lighting conditions.
- Personnel authorized to perform the work or inspection must be trained by the Aviation Service Provider and must have proof of training to do so.

- Personnel that will perform this work will have on appropriate personnel protective equipment, and no loose or bulky clothing.
- Three point contacts must be used when ascending and descending integral access steps.
- Only hand holds, toe holds, and built in work platforms from the aircraft manufacturer may be used. Only manufacturers' authorized non-skid material can be applied at the locations authorized on the aircraft.
- Aircraft that will be used in either offshore or isolated locations must have been inspected by the operator of the aircraft prior to departure from main base to ensure that all built in climbing provisions and work platforms are in working condition with appropriate non-skid material in place.
- All appropriate FOD (Foreign Object Damage) protection will be installed on the aircraft when work will take place.
- At all times, there will be a minimum of one ground based assistant who will be observing the work being conducted and is responsible to provide assistance to the individual(s) working at height.

7.5.3 Maintenance Stands

Maintenance equipment such as maintenance stands are not to be left unattended on ramp areas unless properly secured.

7.6 Maintenance Facilities

7.6.1 Facilities General

Aviation Service Provider must provide maintenance, operations and logistics computer system that is capable of providing a monthly component reliability report that details all failures, discrepancies, corrective actions, and so on. The report must be submitted to the Company monthly for all aircraft types used on the Company Contract. The report must include the entire Aviation Service Provider's fleet and not be customer specific. Names of other customers may be omitted from the report but must be complete otherwise.

Aviation Service Provider must provide a maintenance timeline and planner for term of the contracts. This planner must be kept at each field location appropriate to the aircraft assignment.

7.6.2 Facility Requirements

Aviation Service Provider must provide a maintenance facility that meets, or exceeds, the following minimum requirements, unless mutually agreed upon in writing:

- Covered hangar that can accommodate all term contract aircraft. Unless otherwise agreed in writing the aircraft must be maintained and stored each night in a covered hangar.
- Overhead lighting that meets, or exceeds industry HSE standards and allows maintenance to be performed 24 hours per day.

- Hangar facility must be located in close proximity to the helicopter operating and parking area so as to provide easy access (in or out) for scheduled and unscheduled maintenance activities.
- Hangar facility must be located on the same side of the airport and heliport runway as the helicopter operating and parking area.
- Overhead electric hoist that is capable of lifting the heaviest item on the aircraft.
- Climate controlled workshop.
- Climate controlled offices of engineers, mechanics, and technician.
- Climate controlled technical library.
- Climate controlled computer room.
- Climate controlled bonded stores.
- Climate controlled quarantine stores.
- Certified and approved flammable liquid storage areas.
- Online e-mail and internet services.

7.7 Maintenance Procedures

7.7.1 General Helicopter Maintenance

The Aviation Service Provider shall maintain the helicopter in accordance with:

- For hire standards of FAR 135, or as appropriate.
- Airworthiness Directives.
- Manufacturer's airworthiness limitations.
- Manufacturer's or Aviation Service Provider's FAA approved inspection program.
- Helicopter Manufacturer's or Original Equipment Manufacturer's Service Bulletins.
- Established time-life control of helicopter parts and elastomerics, bearings, hoses, seals, and so on, based on industry or manufacturer's recommended guidelines.
- Bulk hardware (standard parts) should have documentation and packaging providing the part number, batch number, lot number, supplied quantity, and manufacturing source.

7.7.1.1 Recording Maintenance Activity

All helicopter maintenance activity and daily trend data must be recorded in the aircraft maintenance logs and all pertinent and current records are made available to the pilot during preflight activities. Archive records for maintenance and trend data are made available, for review, to the Aviation Safety Advisor and Aviation Assurance Advisor, upon request.

7.7.1.2 Deferred Items

- Knowledgeable of the technical details of winch/hoist operation
- Knowledgeable in the techniques of first aid and cold water recovery including cold shock and hypothermia
- Knowledgeable in the area of search and rescue and the local coast guard organization
- Must have conducted wet/dry winching and hoisting of at least twenty lifts as the person being winched and hoisted and twenty lifts as the winchman/hoist operator.

9.3.2 Flight Crews

9.3.2.1 Pilots

9.3.2.1.1 Minimum Initial Training

Prior to assignment the pilot(s) must receive training covering the helicopter's systems, adverse weather operations, Cockpit Resource Management/Aeronautical Decision Making (CRM/ADM), recognition of dangerous or hazardous materials, inadvertent Instrument Meteorological Conditions (IMC), avoiding microburst, stabilized approach concepts, emergency and lifesaving equipment installed in the helicopter, and helicopter specific emergency drills. In addition, they must demonstrate proficiency in properly responding to TCAS alerts, terrain awareness procedures using the Enhanced Ground Proximity Warning System (EGPWS)-(if installed), avoidance of Controlled Flight into Terrain (CFIT), and proper use of the Radar Altimeter.

9.3.2.1.2 Minimum Annual Training

All Pilots performing operations are required to meet specified training currency requirements. Annual training must cover new policies, rules, instructions and procedures plus major incidents and accidents over the previous twelve months. It is the responsibility of the Aviation Service Provider to implement a check and training program to meet the following criteria:

Check Type	Frequency	Required by
VFR Check Ride	12 months	All Pilots
IFR Check Ride	6 months	All IFR Pilots
Basic IFR Check*	12 Months	VFR Pilots
Line or Route Check**	6 Months	All Pilots
HUET	5 Years	All Flight Crew
CRM/ADM	12 Months	All Flight Crew

FAA approved grace periods may be applied to the frequency
* May be accomplished in an approved simulator or FTD.
** Contingent on accepting loss of passenger seat.

9.3.2.1.3 Pilots Assigned to Several Helicopter Types

Flying several types of helicopters on a day-to-day basis increases the inherent risks of incorrect responses by the flight crew in case of an emergency. This increase risk increases the likelihood of handling errors or errors of omission.

Flight crews assigned to the BP Contract must not be qualified in more than two helicopter types. If the pilot is qualified in two types of aircraft, he cannot be assigned to fly both types on a day-to-day basis. If assignment to multiple types of helicopters is required, the pilot must be scheduled in blocks of days on a particular type. Recency of experience and type training must be closely monitored both by individual pilot(s) and the Chief Pilot of the Aviation Service Provider.

9.3.2.1.4 Emergency and Survival Checks

An actual emergency evacuation of the helicopter shall be demonstrated on a biennial basis for all full time assigned flight crews. These drills are performed to cover evacuation of the helicopter and knowledge of safety equipment.

9.3.2.1.5 Additional Training VFR Only Pilots

All VFR pilots must demonstrate the ability to perform an instrument check to ensure the ability to maintain altitude, heading and airspeed, including during 180° turns, and to recover from unusual attitudes, tracking to and from a navigational aid and at least one instrument approach that is available in the assigned area of operations. The instrument approach should be completed to published minimums.

Each VFR only pilot must attend a course of instruction or practical application on use of the Radar Altimeter for VFR operations and inadvertent IFR recognition and avoidance.

A written test covers all aspects of both operational and technical knowledge for general operations and specific aircraft operations and systems.

9.3.2.1.6 Night Training

The operator must arrange for each pilot to carry out at least five night takeoffs and landings at a typical operational location every 90 days, if there is a requirement to carry out routine (or emergency) flights at night. In case of offshore operations, these takeoffs and landings should include a balance of both onshore and offshore locations.

Helicopter pilot competency requirements for night offshore helicopter operations are as follows:

- Competency is established.
- Initial offshore deck landing training, both day and night, must be completed in addition to day and night line checks.

9.3.2.1.7 Six Month Check

Each pilot is required to be VFR inadvertent instrument checked and, if appropriate, IFR base checked every six months. The IFR base check is fundamental to both IFR operations and night Medivac. The two qualifying check rides can alternate every six months, if two types are operated.

Alternate base checks are performed to examine the pilot's proficiency in the handling of aircraft emergencies at night or IFR (may be accomplished in the flight simulator or flight training device), if there is a requirement for night flying, whether on a routine or emergency only basis.

The minimum annual VFR base checks include normal operating drills with simulated emergencies followed by a written questionnaire based on the Flight and Operations Manuals and an oral discussion. While the inadvertent IMC training spaced approximately six month from the date of the annual check will concentrate on recovery from inadvertent IMC training.

IFR base checks include single engine approaches and overshoots and other suitable emergencies, including recovery from unusual attitudes.

9.3.2.1.8 Required Flight Simulator Training

The following requirements for flight simulator training include:

- S-92: Annual Simulator training in Level C or D Flight Simulator.
- S61: Annual Simulator training in Level C Flight Simulator.
- AS332: Annual Simulator in Level C Flight Simulator.
- S-76C+: Annual Simulator in Level C or Level D Flight Simulator.
- BH-412: Annual in Level C or Level D Flight Simulator, a Flight Training Device may be substituted with written acceptance by BP Logistics.
- Light Twins: Annual Flight Training Device, if available

9.3.2.2 Use of Synetic Training Devices

9.3.2.2.1 Applicability

The use of approved Flight Simulator for flight crews must be at a frequency of not more than 12 months, if the type of Flight Simulator is available. It is recognized that the use of Flight Simulators allows practice in handling emergencies that cannot be practiced in the air, however, the emphasis of this training is in the development of crew resource management (CRM), including practice of CRM principles. If appropriate, this is in the form of line-oriented flight training (LOFT) which are exercises developed between the Aviation Service Provider and the simulator operators themselves to provide real time exercises using simulated local operational, weather, and environmental conditions.

9.3.2.2.2 Categories

9.3.2.2.2.1 Flight Simulator (FS)

A full size replica of a specific aircraft type or make, model and series of aircraft flight deck/cockpit, including assemblage of all equipment and computer programs necessary to represent the aircraft in ground and flight operations. It must have a visual system providing an out of the flight deck/cockpit view, and a force cueing motion system. It is in compliance with the minimum standards for a specific FTD Level of Qualification. Technical requirements for FTDs are defined as Level A, B, C or D.

9.3.2.2.2.2 Flight Training Device (FTD)

A full size replica of a specific aircraft type's instrument, equipment, panels, and controls in an open flight deck/cockpit area or enclosed aircraft cockpit/flight deck, including assemblage of equipment and computer programs necessary to represents the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system. It is in compliance with the minimum standards for a specific FTD Level of Qualification. Technical requirements for FTDs are defined as Level 1, 2 or 3.

9.3.2.2.2.3 Flight Navigation Procedures Trainer (FNPT)

A training device which represents the flight deck/cockpit environment including the assemblage of all equipment and computer programs necessary to represents the aircraft in flight conditions to the extent that the systems appear to function as in an aircraft. It is in compliance with the minimum standards for a specific FNPT Level of Qualification. Technical requirements for FNPT are defined as Type I, II and III.

9.3.2.3 Contractor Orientation and Annual Recurrency

A contract orientation must be documented on an orientation form with a copy provided to the local base Aviation Service Provider's supervisor. All contract aviation personnel are required to receive an operations orientation that will include:

- Briefing on their applicable roles for emergency response procedures including but not limited to the following: fire, downed aircraft, overdue aircraft, search and rescue, or emergency evacuation, etc.,
- Initial and annual briefing of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and all aviation service material applicable policies and procedures relating to the BP contract and the individual's job assignment must be covered.

9.3.2.4 Additional Flight Crew Training

To qualify for a reduction in pilot experience levels the pilots must:

- Successfully complete an enhanced Crew Resource Management course that encompasses Human Factors in a LOFT scenario.
- Successfully complete a course of instruction covering system malfunctions (that have occurred since last check in the particular aircraft type), incident and accident and how each system related to the malfunction, incident or accident.

- Demonstrated Instrument flight proficiency within the preceding six months on the aircraft type. The proficiency check must be administered by an approved operator check airman, authorized FAA Designee, or by the Federal Aviation Administration.
- Demonstrated VFR flight proficiency, to include emergency procedures, within the proceeding six months on the assigned aircraft type.
- Attended a manufacturer's approved ground course of instruction on the assigned aircraft type within the preceding twelve months.
- Attended a course of instruction in an approved Level C or Level D flight simulator within the preceding twelve months, if available. If an approved flight simulator is not available a Flight Training Device may be substituted with Company permission.

9.3.2.5 Description of Flight Crew Training

9.3.2.5.1 Aviation Service Provider Orientation and Annual Recurrency

A contract orientation must be documented on an orientation form with a copy provided to the local base Aviation Service Provider's supervisor. The subject matter that should be covered is listed in the orientation form located at the end of this section.

9.3.2.5.2 Crew Resource Management (CRM)

The most fertile area for the improvement of safety lies in the cockpit with over 80% of accidents ascribed to human factors. This requires optimization of crew activities, procedures, and training. This in turn requires a clear understanding of the interaction between crew members (including any cabin crew members) and the effects of the environment, such as psychology and physiology. Where these requirements are not met by regulation or by the operator's own initiative, it is important that a proper understanding and response to the needs of effective CRM is encouraged.

As a minimum for two pilot operations, the following requirements include:

- Checklists are to be in the challenge and response format.
- Responsibilities of the Pilot-in-Command and First Officer, pilot flying (PF) and pilot not flying pilots (PNF) are clearly defined in the Aviation Service Provider's General Operations Manual. A clear understanding that the PNF has the main responsibility to monitor the flying pilot's handling of the flight. If they believe that a hazard exists or potentially exists, or there is anything they consider to be untoward, the PNF has the responsibility to challenge and if necessary take control. It is vital that at critical stages of flight (for example, final approach) any intervention is positive and unambiguous. Although parameters for all aspects of flight cannot be legislated, the maintenance of correct attitudes, altitudes, airspeeds, rates of descent, check and decision heights, and standard operating procedures are always tightly monitored and the acceptable limits of deviation, where practical, are defined.
- Cockpit workload is optimized between the PF and PNF so that each plays a fully active and integrated role. The balance between look-see traffic avoidance and

the monitoring of instruments is particularly important, as is the need to subordinate logistics management and paperwork aspects of the task, to the prime requirement of operating the helicopter safely.

- Training includes discussion on the physiology of flight (for example, the effects of fatigue, hypoxia, hypothermia, and the recognition of subtle incapacitation. Such training includes how to deal with an incapacitated crew member, and addresses crew relationships and differing personalities to ensure that these do not interfere with correct decision making.
- The CRM course is not an end in itself but should be an integral part of initial, transition, and recurrent training. It fits neatly into line oriented flight training (LOFT) that is encouraged as a concept. Initial and recurrent training include crew members other than flight deck crews, where these are employed. Training staff should make comments on CRM aspects of each training flight conducted.
- CRM must have the positive support of senior management within the total safety standard and who should also attend the CRM training. It should also be acceptable as a concept to the flight crew, who are encouraged to take the lead themselves in analysis and debriefings.

9.3.2.5.3 Life Raft Drills

For over water operations wet and dry life raft drills are performed in addition to training and checking evacuation drills and knowledge of safety equipment. Thereafter, life raft training is performed annually and wet life raft drills biennially. Wet life raft drills are recommended to be completed during Helicopter Underwater Escape Training (HUET) detailed below.

9.3.2.5.4 Helicopter Underwater Escape Training (HUET)

All personnel traveling offshore must attend an accepted HUET course. This course, if conducted in a BP accepted institution, may be accepted regardless of which helicopter models or emergency exits are represented. Frequency of continuation training due to exposure and identified threats is set at five years.

All personnel should have a documented method to show compliance with the HUET Training requirement. Alternatively, an offshore approval procedure, linked into a computerized tracking system which flags those personnel who have either not completed suitable training or whose training currency has expired should be used. Those passengers who do not hold a current HUET certificate or training record are refused travel unless specifically authorized by the Offshore Installation Manager (OIM), HSSE Representative, or Logistics.

9.3.2.5.5 Hazardous Material Training

Dangerous Goods Awareness training is required for all pilots to ensure that they are aware of the requirements for the carriage of hazardous materials including relevant legislation, limitations and documentation. Even where dangerous goods are not carried by the aircraft operator such training also serves to highlight the hazard posed by undeclared dangerous goods that can often be carried in passengers' baggage and air freight.

9.3.2.5.6 Ship and Tanker Operations Training

Pilots must be provided specific instructions and training in ship and tanker operations. The required training information is contained in the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and the International Chamber of Shipping "Guide to Helicopter/Ship Operations", establishes operational guidelines, standards, and safe practices for these operations.

9.3.2.5.7 Helicopter Systems, Emergency Drills and Equipment

The pilot must have a basic understanding of the system and malfunction procedures. Pilots must either be provided instructions or testing of the helicopter systems and basic failure modes and the in flight method of handling the malfunction procedure. Only those procedures that may be detected in flight are required.

Emergency drills shall include demonstration or hands on operation of the emergency exits and equipment installed in the helicopter.

The pilot must attend a course of instruction and demonstrate proficiency in use of any installed equipment that would be operated during flight conditions. The course of instruction and demonstration must include installed lifesaving equipment.

9.3.2.5.8 Adverse Weather Operations

The pilot must attend a course of instruction or participate in testing concerning operations during adverse weather and avoidance of Microburst. This training should include proper use of the Radar Altimeter to include IMC avoidance and recovery from inadvertent IMC.

9.3.2.5.9 Radar Altimeter Use

Radar Altimeter training should include the basic design concept of the instrument, pre-flight testing, use of DH bug, altitude setting recommendations, and any limiting factors for use.

Recommended altitude settings: During take-off the DH bug should be set to the first turn altitude or safe autorotation altitude for single engine helicopters. The minimum turn altitude should not be less than 300'. The altitude bug should progressively be reset until reaching cruise altitude except VFR helicopters which should have the bug set to 500' or minimum enroute altitude. During approach the bug should be set to next assigned altitude or for single engine operations to 300' or last turn altitude. In single engine helicopters once past the last turn altitude of 300' the altitude bug should be set to 100'. It is recommended that single engine helicopters not make any turns greater than 30 degrees below 300' altitude.

The altitude warning system should not be deactivated or circumvented.

9.3.2.5.10 Stabilized Take-off and Approach Concept

The Aviation Service Provider must establish and maintain a stabilized take-off and approach concept. The concept should include procedures; during the take-off phase the helicopter must maintain proper climb speed, rate, flight path, and configuration during the initial stages of a take-off and use of excessive pitch, roll, or yaw corrections indicates an unstabilized take-off. In addition an unstabilized take-off is one that fails to maintain appropriate airspeed (Vmin IFR or best rate of climb), failure to maintain a positive rate of climb or exceeds flight manual limitations, or heading deviations greater than 20 degrees without appropriate correction. Unless otherwise required by the Aviation Service Provider, upon recognition of an unstabilized take-off the pilot not flying (PNF) should take the controls and announce "I have the controls".

The stabilized approach concept should include the helicopter maintains proper stabilized approach speed, descent rate, flight path, and configuration during the final stages of an approach and use of excessive pitch, roll, or yaw corrections indicates an unstabilized approach. In addition an unstabilized approach is one that fails to maintain appropriate airspeed, failure to maintain an appropriate rate of descent, failure to maintain an appropriate rate of closure, any time the crew suspects something is not right, exceeds flight manual limitations, or heading deviations greater than 20 degrees without appropriate correction. Unless otherwise required by the Aviation Service Provider, upon recognition of an unstabilized approach the pilot not flying (PNF) should take the controls and announce "I have the controls".

9.3.2.6 Recency Checks after Extended Absence

Recency checks for all pilots are performed after 28 or more days of absence from flying and may be performed by the appropriate Senior/Line Check Captain but preferably, the Chief Pilot or Training Captain. For Captaincy the following limitations should apply:

Time of absence	Requirement
Single or Light Twin Pilot-in-Command	
4 to 6 weeks	Flight Check by FAA designated Check Airman or 1 flights as Co-Pilot, in specific model helicopter
Excess of 6 weeks	Flight Check by FAA designated Check Airman and 1 flight as Co-Pilot, in specific model helicopter
Medium and Transport Helicopters	
4 to 6 weeks	Flight Check by FAA designated Check Airman or 2 flights as Co-Pilot or First Officer, in specific model helicopter
6 to 12 weeks	Flight Check by FAA designated Check Airman or 1 flight with an Instructor plus 1 flight as Co-Pilot or First Officer, all must be conducted in specific model helicopter

12 weeks or more	1 hour ground training on general operations and helicopter systems, plus 1 training flight with a Training Captain in type helicopter, plus Line Check by a FAA designated Check Airman in the model helicopter or 1 hour ground training on general operations and helicopter systems, plus 2 instructional flights with an Instructor in type helicopter, plus 1 flight as Co-Pilot or First Officer in the offshore environment in model helicopter

Some critical tasks require practice to achieve the necessary high standards (for example, landings offshore, night operations, and specific site rejects). The Aviation Service Provider must ensure that such techniques are practiced after an absence of 28 days or more.

9.3.2.7 Role Specific Training

9.3.2.7.1 External (Sling) Load Operations

All pilots assigned in support of helicopter operations are not competent to undertake external load operations. Pilots nominated for external load work should have the competence check formally signed off under one of the following categories:

- Onshore – unrestricted sites and clear areas
- Offshore – unrestricted sites and helidecks
- Precision placement of loads to restricted sites
- Vertical reference

Unless at least five hours practical application has been achieved in the preceding six months, competency should be rechecked during VFR base check procedures, or an additional external load competency check should be completed.

9.3.2.7.2 SAR Winch and Hoist Training and Recency Requirements

Only twin engine helicopters with single engine HOGE capability that are operated by a two pilot crew must be used for the rescue element of search and rescue tasks.

9.3.2.7.2.1 Pilot Training

The requirements for training and currency of pilots (Captains and First Officers) must ensure that those involved meet, as a minimum, the experience and training requirements specified above for their duty position (to include simulator training). Additionally, pilots must complete a formal and recorded SAR training course, plus a minimum of 10 hours of winching and hoisting operations for the winching role (50 hours if assigned a SAR only contract).

- Recurrent training/testing should include demonstration to an authorized FAA Check Airman a minimum of three winch/hoist rescue operations (utilizing a winch/hoist operator).

9.3.2.7.2.2 Crewman Training

The training of all winch and hoist crews should include handling of the rescue equipment, controlling the swing and spin of the load, and giving clear and concise instructions to the pilots to enable them to maneuver into position while expediting the rescue. Crew members must demonstrate using a stretcher with a dummy (weight in the stretcher) while maneuvering the stretcher into the cabin.

- Completed a formal and recorded training course specifically for winchman and hoist operators, including the following items:
  - Received a course of instruction in basic helicopter weight and balance.
  - Received a course of instruction in aircraft safety and survival equipment, to include hands on survival equipment training.
  - Received a course of instruction in helicopter and rescue equipment emergency procedures (to include winch and hoist problems, fouling of the cable, severing of the cable, use of bolt cutters, and so on).
  - Received a course of instruction on the technical details of winch/hoist operation.
  - Received a course of instruction on basic first aid and cold water recovery techniques including cold shock and hypothermia.
  - Received a course of instruction on wet life raft to include hands on drill.
  - Received a course of instruction on search and rescue capabilities in the Gulf of Mexico.
  - Received a course of instruction on wet and dry winching/hoisting.
  - The winch/hoist operator and down the wire rescue crewman must perform at least three double lifts every 90 days.

Notes: The Aviation Service Provider's procedures for winch/hoist recoveries (including single engine performance) include requirements in case of a winch/hoist or engine failure. The requirement indicates that the helicopter is flown away from the boat or other structure at a height that ensures that the winch/hoist crew and person being rescued are not dropped or come into contact with surfaces likely to cause serious injury. In all cases, support facilities must be available.

Winch/hoist operator techniques may be practiced either overland or over water, providing the note above is taken into account. However, over water training is necessary for pilots and crewmen to practice the approach and lower into position in reduced visual reference conditions.

9.3.2.7.2.3 Orientation and Annual Recurrency

A contract orientation is documented on an orientation form with a copy provided to the local base supervisor. All contract aviation personnel are required to receive an operations orientation that includes:

Briefing on their applicable roles for emergency response procedures including but not limited to the following: fire, downed aircraft, overdue aircraft, search and rescue, or emergency evacuation, etc.

Annual Recurrency Training which covers all the primary subject areas included in the initial training plus an operational/safety review of any hoist operations that have occurred since the previous recurrent training.

An annual review of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines", all aviation service material, applicable policies, and procedures relating to the BP Contract must be covered.

9.3.2.7.2.4 SAR Training Exercises

A series of drills and exercises shall be performed:

- A monthly review of the notification process complete with a review of responding agencies, and what should be expected from these agencies and a list of actions to be accomplished by the SAR provider and BP, with regards to, heliport personnel, quick change to SAR equipment, flight and SAR crews, passengers, and other identified personnel, and location of medical facility.
- At least two (2) Emergency Response table top exercises along with one (1) surprise emergency response flight drills each calendar year.
- SAR training exercises shall be included on the monthly crew schedule and training exercises shall be scheduled twice per week. Thorough briefings should always be held and used to prove flight planning, configuration changes and response. Training flights of 10 hours per assigned crew will be conducted.

9.3.3 Maintenance Personnel

9.3.3.1 Initial Training

All maintenance personnel must receive formal training and have a minimum of six months of experience in the helicopter type prior to being assigned.

Prior to assignment each Aircraft Maintenance Technicians must attend an initial factory sponsored course on their primary aircraft model with an annual recurrency training thereafter.

9.3.3.2 Crew Chief Initial and Recurrent Training

Any technician assigned Crew Chief duties shall be fully qualified under the transport helicopter maintenance section for the helicopter assignment.

9.3.3.2.1 Initial for Crew Chief Position

Any one assigned the position of Crew Chief must undergo training covering the following items, prior to assignment:

General	Normal Procedures	Emergency Procedures
BP Golden Rules	Normal Exit Operations	Emergency Equipment
BP Safety Philosophy	Baggage and Cargo Loading	Fire Extinguisher
Authority of the PIC	Passenger Loading	First Aid Kit
HUET	Pre-Start Process	EPIRB
Aircraft Signs and Adherence	Pre-Takeoff Process	Life Vests
Use of Intercom System	Cruise Responsibilities	Life Rafts
Pax Briefing Requirements	Before Landing Process	Emergency Crash Positions
Use of Seat Belts/Harness	After Landing	Emergency Exit Operation
Portable Electronic Devices	Unloading Baggage & Pax	Emergency Egress

9.3.3.3 Recurrent Training

Operators must ensure that Maintenance Technicians, engaged in the maintenance of the aircraft contracted by BP, attend annual recurrent training. Recurrent training must include appropriate type specific subjects (systems, troubleshooting, etc.) and a review of recent trends and occurrences relating to maintenance, and related industrial safety subjects.

9.3.3.3.1 Recurrent for Crew Chief Position

Must complete an annual, formal and recorded, course of instructions which shall include: all onboard safety equipment, basic First Aid, knowledge specific to passenger convenience and safety, emergency procedures for duty assignment, loading procedures, documentation and handling of Dangerous Goods.

9.3.3.4 Biennial Manufacturer Training

All maintenance personnel shall receive formal manufacturer's training in the helicopter type every two years. The purpose of this training is to refresh the individual mechanic on any new techniques, procedures, and changes to the manufacturer's program.

9.3.3.5 Human Factors Training

Training must include a module concerned with maintenance resource management (MRM) and human factors as well as the effects of fatigue on performance.

9.3.3.6 Contract Orientation and Contract Refresher Training

A contract orientation is documented on an orientation form with a copy provided to the local base supervisor. All contract aviation personnel are required to receive an operations orientation that includes:

- Briefing on their applicable roles for emergency response procedures including but not limited to the following: fire, downed aircraft, overdue aircraft, search and rescue, or emergency evacuation, etc.,

- An initial and annual review of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and all aviation service material applicable policies and procedures relating to the BP contract and the individual's job assignment must be covered.

9.3.4 Heliport and Offshore Helideck Personnel

9.3.4.1 Orientation

A contract orientation is documented on an orientation form with a copy provided to the local Aviation Assurance Advisor. All contract aviation personnel are required to receive an operations orientation that includes:

- Briefing on their applicable roles for emergency response procedures including but not limited to the following: fire, downed aircraft, overdue aircraft, search and rescue, or emergency evacuation, etc.,
- An initial review of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and all aviation service material applicable policies and procedures relating to the BP contract and the individual's job assignment must be covered.

9.3.4.2 Heliport Personnel Annual Recurrency

An annual refresher briefing on the individual's applicable role for emergency response including but not limited to the following: fire, downed aircraft, overdue aircraft, search and rescue, or emergency evacuation, etc.

An annual review of the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and all aviation service material applicable policies and procedures relating to the BP contract must be cover.

Participate in an annual drill specific to emergency response to a helicopter incident on the assigned heliport.

9.3.4.3 Helicopter Landing Officer Competency and Training

The role of HLO is safety critical on a heliport, offshore installation, or vessel, both in managing the hazards of heliport and helideck operations and during emergencies. The training includes the following:

- A course for Helicopter Landing Officers (HLOs) with a minimum training period of 16 hours.
- Refresher training course every three years.
- Assessed as competent within the last 24 months, by an independent or BP assessor.
- On completion of the requisite courses, those assigned offshore must be assessed and trained offshore on board the installation or vessel (for example, identification and operation of fire fighting systems). It is expected that personnel who have undertaken initial training and assessment are given the opportunity to operate, under supervision, at the heliport or helideck during routine operations, and complete emergency response training and exercises, before adopting the full role of an HLO.

- Participate in an annual drill specific to emergency response to a helicopter incident on the heliport or helideck.

9.3.4.3.1 HLO Course Content

The Helicopter Landing Officer Course should contain and the individual demonstrate, at a minimum:

- Knowledge in the preparation of a helicopter landing deck prior, during and after the helicopter operation. The checks shall include landing surface, visual aides/markings/lights, safety net, rescue equipment, firefighting equipment, PPE, refueling facility, NOTAMS, and local manual changes.
- Use of radio and visual means of communication. This should include communications responsibilities, radio silence procedures, hand signals, radio phraseology, offshore communications procedures, and weather reporting as appropriate.
- Knowledge concerning the various types of helicopters operated offshore. This should include identification, loading, door operations/emergency and normal, baggage compartment operation, refueling procedures, specific hazards for helicopter type, and basic safety procedures for aircraft type.
- Knowledge concerning aviation technical problems on a helicopter landing deck. Such as, landing gear malfunctions and pinning gear, tail rotor malfunctions, uncontained fluids (hydraulic, oil or fuel), etc.
- Knowledge of helicopter limitations on landing to helideck motion. Be knowledgeable in obtaining Pitch, Roll and Heave of a heliport and reporting the metrics to the pilots. Knowledgeable in procedures for reporting station loss, heading change, and wind change, etc., that might impact helicopter limitations in working on motion helidecks.
- Control of and be able fill out the papers used for passenger and cargo transport.
- Knowledge in the procedures regarding air transportation of hazardous material and dangerous goods.
- Carry out quality control of helicopter fuel and knowledgeable in proper helicopter refueling procedures (shutdown and rapid refueling practices).
- Ascertain that fire fighting and life saving equipment is present and functional.
- Procure and use of fire fighting and life saving equipment and action to take with a malfunction of the equipment.
- Knowledge concerning removal of an incapacitated pilot from the cockpit for each aircraft type expected on the installation.
- Knowledge of post incident shutdown of the various helicopter types expected to service the installation.
- Hands on demonstration (without moving switches, etc.) of helicopter emergency shutdown procedures for helicopter types expected on the installation.
- Fire fighting, safety techniques regarding helicopter crash. Fire fighting regarding fires occurring while helicopter is refueling.

- During fire fighting co-operate in the rescue of helicopter crew and passengers, as required by installation fire procedures.

Note: A valid certificate must be available to certify successful completion of the training courses above.

9.3.4.3.2 Demonstration and Review

The Helicopter Landing Officer Course should contain a demonstration portion which requires activities at the helicopter containing, at a minimum, the following information and demonstrations:

- Door operations both normal and emergency
- Escorting and loading of passengers
- Cargo management and loading the various baggage compartments.
- Refueling procedures
- Basic safety procedures for aircraft type along with any specific hazards of working around the helicopter.
- Emergency shutdown and egress of the specific helicopter type to be utilized.

9.3.4.4 Helideck Assistant (HDA) Competency and Training

Teamwork is essential in the safe conduct of heliport and helideck operations and it is essential that properly trained personnel be allocated to assist the HLO.

The training includes the following:

- Attend a course or on-the-job training assignment in helicopter fire and rescue procedures (within the past 36 months).
- Be familiar with the work in a marine environment and have time offshore or have served onboard ships, as appropriate. For those assigned heliport duties onshore, be familiar with onshore heliport operations.
- Knowledge in the preparation of a helicopter landing deck prior, during and after the helicopter operation.
- Knowledge concerning the various types of helicopters operated in the Gulf of Mexico. This should include identification, loading, door operations/emergency and normal, baggage compartment operation, refueling procedures, specific hazards for helicopter type, and basic safety procedures for aircraft type.
- Use of radio and visual means of communication with the HLO and Flight Crew.
- Knowledge concerning aviation technical problems on a helicopter landing deck. Such as, landing gear malfunctions and pinning gear, tail rotor malfunctions, uncontained fluids (hydraulic, oil or fuel), etc.
- Knowledge in the procedures regarding handling and loading hazardous and dangerous goods.
- Ascertain that fire fighting and life saving equipment is present and functional.
- Fire fighting, safety techniques regarding helicopter crash. Fire fighting regarding fires occurring while helicopter is refueling, if member of installation fire team.

- During fire fighting co-operate in the rescue of helicopter crew and passengers.
- Fuel management training and servicing by Aviation Service Provider for each helicopter type. It is recommended that a refresher training course be undertaken at intervals not exceeding two years.
- Participate in an annual drill specific to emergency response to a helicopter incident on the installation helideck.

Similar to the HLO, the HDA is given onsite training and assessment. The HLO has the responsibility for training the HDA. HDAs are not normally subjected to competency assessment in the same way as HLOs.

9.3.4.5 Dispatchers and Traffic Clerks

The Dispatcher and Traffic Clerk must be completely familiar with the operation of airplanes or helicopters. They should also have a good understanding of basic weight and balance problems and manifest documentation.

Participate in an annual drill specific to emergency response to a helicopter incident.

9.3.5 External Training by Third Parties

All third party training (external to Aviation Service Provider) shall be accepted by Aviation Logistics or Aviation Safety prior to acceptance of the individual for assignment to the contract. The training records must be documented to show satisfactory completion of the training. All internal and external training records must be made available for review by Aviation Logistics or Aviation Safety.

9.4 Training Forms

A copy of the orientation form must be retained locally and a copy transmitted to the Aviation Assurance Advisor at the Houma Heliport.

9.4.1 Pilot Orientation Form

Name of Person Receiving Orientation: _____
Date: _____

Initials		Initials	
____	Normal Loading and unloading	____	Forms and checklists
____	Local traffic procedures	____	Part 91/133 flights
____	Hot seating helicopters	____	Congested area flight
____	Flight in environmentally sensitive areas	____	Authorized landing sites
____	Aircraft relocation/diversion	____	Surveillance flights
____	Specialized helicoper operations, if applicable	____	Flight following
____	Survival equipment	____	Flight crew changes
____	Pilot's reading file	____	Decision authority
____	General Safety	____	Communications
____	BP specific Training	____	Aircraft equipment
____	Weather minimums	____	Helicopter day VFR
____	Helicopter IFR, if applicable	____	Winds
____	Night flight policy and procedures	____	Cold weather
____	Turbulence avoidance	____	Helicopter tie-down
____	Adverse weather	____	Helideck procedures
____	Vessel helidecks	____	Foreign flag vessels
____	Jack-up rigs locations and procedures	____	Helideck communication
____	Wind indicators, location and type	____	Closed helidecks
____	Helideck operational hazards	____	Gas vents & flare booms
____	Perforation operations	____	Crane/helo operations
____	Hydrogen sulfide	____	Passenger control
____	Stairwells policy	____	Seat belt use
____	Clean deck policy	____	Passenger briefing requirements
____	Single pilot aircraft	____	Passenger Management
____	Cargo	____	Manifesting
____	Maintenance procedures	____	Offshore parking areas
____	Maintenance equipment	____	Maintenance run-ups, if applicable
____	Model specific requirements	____	Fuel procedures
____	Onshore fuel systems	____	Offshore fuel systems
____	Reports	____	Emergency Response System
____	Local Briefing and Reading File	____	Provided a copy of "Gulf of Mexico (GoM) Contract Aircraft Guidelines"

I hereby certify that I have read, received a briefing, and understand the contents of the "GoM Contract Aircraft Guideline". If a pilot, I also certify that I am currently qualified to fly aircraft under the requirements of FAR 135.

Signature Person Briefed: _____ Initials Briefer: _____

Aviation Assurance Interview Signature: _____ Date: _____

9.4.2 Maintenance Personnel Orientation Form

Name of Person Receiving Orientation: _____

Date: _____

Initials		Initials	
____	Manager and Direct Supervisors	____	Emergency Fuel Shutdown Location
____	Job Description	____	BP Contract Aircraft Guidelines Review
____	Helicopter N number and Team Assignment	____	Environmental Policy and Procedures
____	Qualification and Experience Requirements	____	Hazardous Material Storage
____	BP Aviation Assurance Advisors	____	Safety Equipment (hearing protectors, etc)
____	Airport Procedures	____	PPE Where and When
____	Heliport Layout and Procedures	____	BP Golden Rules (Provide Booklet)
____	Hangar Layout and Procedures	____	Working at Heights
____	Emergency Electric Service Shutdown Location	____	Maintenance Run-ups, if Applicable
____	Emergency Equipment	____	Maintenance Equipment
____	Roles and Responsibilities in Emergency	____	BP Specific Maintenance Procedures
____	Local Security Procedures	____	Trend Analysis and HUMS Management
____	Method of Reporting Fire, Security Breach, etc.	____	RII and CCI Requirements
____	Emergency Phone Numbers	____	Tool Control and Reconciliation
____	Ramp Procedures	____	Aircraft Cleanliness
____	Ramp Personnel Assistance	____	Communications Procedures
____	Passenger Management System	____	Crew Chief Duties
____	Freight Management Procedures	____	Passenger Management - Helicopter, normal
____	Normal Loading and Unloading	____	Passenger Management - Helicopter, emergency
____	Helicopter Parking	____	GulfShare, as Appropriate
____	Procedures for Vehicle on the Ramp	____	Customer Relations
____	Helicopter Towing	____	Forms and Checklists
____	Industrial Safety Procedures/Policies	____	Reports
____	Decision Authority	____	Local Briefing and Base Reading File
____	"STOP" Program	____	
____	Fatigue Management Process	____	
____	Aircraft Fuel Tank Sump QC	____	
____	Fuel Procedures	____	

I hereby certify that I have received training on the above subjects and understand the material. I certify that I am qualified to maintain the assigned aircraft under the requirements of BP and FAR 135.

Signature Person Briefed: _____ Initials Briefer: _____

Aviation Assurance Interview Signature: _____ Date: _____

9.4.3 Heliport Personnel Orientation Form

Name of Person Receiving Orientation: _____

Date: _____

Initials		Initials	
____	Manager and Direct Supervisors	____	Environmental Policy and Procedures
____	Job Description	____	Hazardous Material Storage
____	Familiarization with Aircraft, as Appropriate	____	Safety Equiment (hearing protectors, etc)
____	BP Aviation Assurance Advisors	____	PPE Where and When
____	Dispatchers	____	BP Golden Rules (Provide Booklet)
____	HLO/HDA Procedures	____	Working at Heights
____	Airport Procedures	____	Fuel Procedures
____	Heliport Layout and Procedures	____	Emergency Fuel Shutdown Location
____	Hangar Layout and Procedures	____	BP Training Requirements
____	Emergency Electric Service Shutdown Location	____	Forms and Checklists
____	Emergency Equipment	____	Reports
____	Emergency Exit	____	Local Briefing and Base Reading File
____	Roles and Responsibilities in Emergency	____	
____	Local Security Procedures	____	
____	Method of Reporting Fire, Security Breach, etc.	____	
____	Emergency Phone Numbers	____	
____	Ramp Procedures	____	
____	Ramp Personnel Responsibilities	____	
____	Passenger Management System	____	
____	Freight Management Procedures	____	
____	Normal Loading and Unloading	____	
____	Aircraft Parking	____	
____	Ramp Vehicle Procedures	____	
____	Towing Aircraft	____	
____	Industrial Safety Procedures/Policies	____	
____	Fatigue Management Process	____	
____	Decision Authority	____	
____	"STOP" Program	____	
____	Communications	____	
____	BP Contract Aircraft Guidelines Review	____	

I hereby certify that I have read, received a briefing, and understand the contents of the "GoM Contract Aircraft Guideline" and local operating procedures.

Signature Person Briefed: _____ Initials Briefer: _____

Date: _____ Copy faxed to BP aviation representative: _____

9.4.4 Helicopter Landing Officer Orientation Form

Name of Person Receiving Orientation: _____

Date: _____

Initials		Initials	
___	HLO Network	___	Helicopter Landing Procedures, middle of deck
___	Helicopter Landing Officer Job Description	___	Chocking of Wheel Geared Helicopters, model specific
___	Helideck Assistant (HDA) Job Description	___	Helicopter Parking on the Installation
___	Helicopter Landing Officer Training Requirements	___	Towing Aircraft, model specific
___	Helideck Assistant (HDA) Training Requirements	___	Local Helideck and Security Procedures
___	BP Aviation Assurance Advisors	___	Fuel Testing and Handling Procedures
___	Decision Authority of the Helicopter Captain	___	Fuel System Training Requirement, Provided by Helicopter Operator
___	"STOP" Program	___	Helicopter Refuel Procedures, model specific
___	BP Contract Aircraft Guidelines Review, HLO Specific	___	Reporting Helideck Incidents to Aviation Assurance Advisor
___	Waiver Process	___	Emergency Phone Numbers
___	Environmental Policy and Procedures	___	Emergency Fuel Shutdown Location
___	BP Golden Rules (Provide Booklet)	___	Emergency Equipment for Location
___	Headset and Radio Requirement	___	Crash Box, Required Items and Maintenance
___	Helicopter Communications Procedures	___	HLO Roles and Responsibilities in Emergency
___	Terminology and Phraseology for Aviation	___	Helideck Inspections and Reviews
___	Hand Signals for loss of communications	___	30 Minutes Helideck Review
___	Safety Vest for High Visibility	___	10 Minute Helideck Review
___	Passenger Management System	___	5 Minute Helideck Review
___	Use of actual Passenger Weights	___	Emergency Shut Down of Helicopters, model specific
___	Normal and Emergency Operations of the Doors, model specific	___	Emergency Exits for each Helicopter Type
___	Normal Loading and Unloading, model specific	___	Emergency Evacuation of Personnel
___	Baggage and Storage Compartments, model specific	___	Removing an Incapicated Pilot from the Cockpit
___	Freight Management Procedures	___	Working at Heights Dispensation for Helicopter Pre-flight
___	Hazardous Material Management	___	Reports and Forms
___	Industrial Safety Procedures/Policies	___	Passenger Manifest
___	FOD and General Housekeeping	___	HLO/HDA Checklists

I hereby certify that I have read, received a briefing, and understand the contents of the "GoM Contract Aircraft Guideline" as they pertain to HLO and HDA Duties and Responsibilities.

Signature Person Briefed: _____ Initials Briefer: _____

Date: _____ Copy faxed to BP aviation representative: _____

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PASSENGER MANAGEMENT SYSTEM

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SECTION 10
PASSENGER MANAGEMENT SYSTEM

10. Passenger Management System

10.1 Introduction

The purpose of this guideline is to document the expected passenger management procedures for BP Logistics.

This document contains the following information:

- A description of activities relating to helicopter operations both onshore and offshore in support of offshore installations, drilling units, or vessels.
- A summary of responsibilities for personnel within BP Logistics who may be involved in helicopter operations.
- Details the process and actions required ensuring the safe transportation of personnel and cargo to and from the installations by helicopter.
- Guidance on compliance with the regulations and standards, which are established to reduce risks from hazards identified in formal studies.
- This document is a system description for all GoM helicopter operations on, or in conjunction with installations, drilling units, or vessels.

10.2 Duties and Responsibilities

The following summarizes the responsibilities of key-personnel involved in passenger management for helicopter operations.

10.2.1 Aviation Team Lead

The responsibilities of the Aviation Team Lead include:

- Ensure that the requirements of the individual aviation service contracts, all relevant guidelines and legislation, and this manual applies to all helicopter operations.
- Monitor approval of nonscheduled helicopter flights.
- Monitor and audit the service provided by the helicopter operator.
- Coordinate closely with the Aviation Service Provider regarding the safe and efficient operation of helicopter support services.
- Increase or decrease the number of helicopters chartered from approved helicopter service providers.

10.2.2 Aviation Coordinator

The Aviation Coordinator is responsible for:

- Ensuring that the requirements of the individual aviation service contracts, all relevant guidelines and legislation, and this manual are applied to all helicopter operations.
- Work with the installations to develop, maintain and publish the demand based flight schedule.
- Monitoring and approve non-scheduled helicopter flights.
- Close coordination with Aviation Service Provider regarding the safe and efficient operation of helicopter and the passenger management system.
- Compile and distribute the KPI's for helicopter service.
- Maintain oversight and coaching for the aviation dispatchers.

10.2.3 Contract Accountable Manager (Aviation Service Provider)

The responsibilities of the Contract Accountable Manager include:

- Provide quality program leadership, direction, service, support, and assistance to GoM operations.
- Implement the "Gulf of Mexico (GoM) Contract Aircraft Guidelines" and the Aviation Service Provider's policies and procedures. Ensure the principals of safe, cost effective, and right.
- Provide a learning environment that is knowledgeable and supportive of the BP operation, vision, and guiding principles for professional aviators and aviation management personnel.
- Strive towards and attain zero aircraft accident and reduction of serious incident rates through emphasis on the human factors aspects of accident prevention.
- Identify and implement appropriate aviation technologies and automated systems support.
- Provide line manager leadership and participation in aviation management programs and activities.
- Develop and promote cost-effective coordination and cooperation
- Develop strategy that ensures all functional areas of the aviation program are effectively serving the needs of the field.
- Develop a standard method to process issues, including a method to track issue status and provide feedback to the field in a timely manner.
- Ensure that BP management is kept apprised of aviation program concerns and accomplishments.

- Develop and maintain a focus on providing the safest, most cost effective aviation services available.
- Assist in formulation, administration, amendment, and control of contracts for the provision of aircraft services.
- Ensure that a comprehensive monitoring and recording system is maintained to generate relevant data for evaluation of costs and efficiency of the operation.
- Provide liaison with the Company personnel, as requested, concerning aviation support requirements.
- Monitor the operational and technical performance of the aviation services to determine that high standards of flying and maintenance are being practiced.
- Provide and control all aviation related facilities used to support the Company including, where appropriate, the supply, storage and quality control of aviation.
- Maintain all contacts, liaisons and negotiations with Company management concerning the operation of aircraft.
- Maintain all necessary permits, permissions, and licenses that are required for the operation of aircraft in support of the Company's business are held or obtained and kept in date thereafter.
- Provide advice on aviation matters to the Company and contractor senior management.

10.2.4 Aviation Assurance Advisor (GoM)

The responsibilities of the Aviation Assurance Advisor include:

- Review all operations to ensure that they are conducted within the regulations or guidelines established by federal-state-local governmental agencies, aircraft service provider, aircraft manufacturer, and the Company.
- Review safe operational practices by the pilots of their aircraft and safety of the passengers.
- Monitor and audit the service provided by the Aviation Service Provider.
- Coordinate closely with the Aviation Service Provider regarding the safe and efficient operation of helicopter support services.
- Review the HLO and helideck crew on all aspects of helicopter operations on the installation.
- Review the HLO and helideck training courses and submitting recommendations on approval to the Aviation Team Lead.
- Review each installation's aviation operational and emergency equipment and determine if it is maintained in good working condition.
- Perform helideck reviews.

- Conduct reviews and interviews of pilots and maintenance technicians assigned to the contract and recommend their approval or disapproval.
- Work with the Aviation Service Provider, Offshore Installation Manager (OIM) or Installation Supervisor, and Aviation Team Lead to ensure that the fuel quality is maintained and the fuel systems are in proper working condition.
- Actively participate in aviation audits.
- Assist Aviation Service Provider or conduct accident, incident, or near miss investigations.
- Review and recommend corrective procedures for all discrepancy or malfunction reports.
- Review MEL release items for impact to flight safety and make recommendations for system improvements.
- Provide services and recommendations as directed by the Aviation Team Lead.

10.2.5 Pilot

The responsibilities of the pilot include:

- Conduct all operations within the regulations and guidelines established by federal, state, and local government along with those of the Aircraft Service Provider, and BP.
- Safe operation of his aircraft and safety of passengers.
- Conduct the aircraft safety briefing as per FAA, Aviation Service Provider, and BP policies.
- Conduct the carriage and internal distribution of passengers and cargo within the helicopter's design specifications.
- Communicate all related information to Flight Following (passenger, payload, route, departure arrival timings, and fuel endurance).
- Coordinate operations and capabilities with the Company Dispatcher.
- Coordinate arrival and departure times with the offshore installation.
- Maintain logs and records in sufficient detail to analyze the flight as a performance review.

10.2.6 Company Dispatcher

The responsibility of Company Dispatcher includes:

- Maintain the passenger management system.
- Coordinate flight bookings and coordinate with passenger check-in personnel.
- Coordinate personnel movement to and from the installation in coordination with the OIM or Installation Supervisor.

- Coordinate air cargo movement to and from the installation with the OIM or Installation Supervisor.
- Ensure that all cargo transported on the helicopters have the correct documentation with regard to the hazardous material or dangerous goods regulations.
- Provide administration of passenger and cargo flight requirements.
- Provide daily oversight of the helicopters assigned to include shutdown requirements.
- Ensure all travelers have the necessary travel certifications prior to travel.
- Report of weekly planned and forecast schedules.
- Keep the Aviation Coordinator fully informed of all helicopter operations.
- Manage aircraft delays in a manner that does not negatively impact flight crew fatigue, flight or duty requirements.

10.2.7 Administration Dispatcher/Clerk – Offshore Installation

The responsibilities of the Administration Dispatcher or Clerk include:

- Accountable to the OIM, Installation Supervisor, or Vessel Master to conduct passenger movements in a coordinated and safe manner.
- Enter passenger information and seat assignment in the GulfShare Reservation System.
- Coordinate passenger movements in conjunction with the Dispatcher and OIM or Installation Supervisor.
- Advise and coordinate with the BP Dispatcher all helicopter logistics needs. (This includes coordinating permission to shut the aircraft down on an installation with the onshore dispatcher.)
- Ensure that passengers are briefed for flight and that passenger and cargo details are given to the Dispatcher and entered onto the flight manifest.
- Provide control and check-in of all passenger and cargo, before departure and on arrival on board the installation. Update the Dispatcher with helicopter departure and arrival times, if requested. Generate a complete and accurate passenger and cargo manifests for flights from the installation.
- Generate documentation and packaging of cargo in accordance with the hazardous material and dangerous goods regulations and company policy.
- Coordinate helicopter cargo movements in conjunction with the Dispatcher and OIM or Installation Supervisor.
- Advise the OIM or Installation Supervisor on all aspects of helicopter cargo handling and transport.

10.2.8 Helicopter Landing Officer (HLO)

The responsibilities of the Helicopter Landing Officer include:

- Control all helicopter operations to and from the installation, drilling unit, and vessel, on behalf of the OIM, Pilot or Installation Supervisor, including providing final clearance for the helicopter to land and takeoff. Exercise, through personal presence, immediate and effective control of the helicopter landing area.
- Ensure that the helideck is clear of all obstructions, loose articles, and clear of any flammable liquids.
- Ensure that all personnel involved in helicopter operations remain on standby after the helicopter departs for a minimum of five minutes or until the helicopter has checked in with the Radio Operator.
- Keep the Radio Room fully informed of the helicopter arrival and departure.
- Monitor and report on the condition and operational readiness of the helideck operational and emergency equipment.
- Control the loading and unloading of cargo, as instructed by the pilot regarding the load distribution of the helicopter.
- Control the refueling of the helicopter at the request of, and as approved by, the pilot.
- Ensure that fuel quality checks are regularly performed in accordance with established procedures.
- Coordinate boarding and disembarking of passengers.
- Advise the OIM or Installation Supervisor on all aspects of Helideck Operations and factors affecting safe helicopter operations.
- Coordinate with the Aviation Assurance Coordinator issues that develop during the course of performing HLO duties.
- Perform a review of the aircraft fuselage looking for loose objects, door ajar, cowlings improperly secured, tie-downs removed, chocks removed, and oil leaks.

10.2.9 Passengers Movements Personnel – Onshore

The responsibilities of the Passengers Movements Personnel include:

- Coordinate check-in of passengers.
- Assist in the administration of reservations for passengers and cargo listed in the GulfShare Reservation System.
- Ensure security checks are carried out in line with BP procedures.
- Maintain a log of flight arrival and departure times.
- Coordinate the provision and collection of life vests.

- Escort passengers' to/from the aircraft.
- Tag all baggage and cargo.
- Generate flight documentation, including manifests.
- Receive and dispatch of incoming and outgoing cargo.
- Coordinate and document all issues related to the transportation of hazardous material or dangerous goods.
- Coordinate helicopter loading and unloading.

10.3 Passenger Management - General

10.3.1 Types of flights provided to GoM installations:

10.3.1.1 Scheduled flights

These are the planned flights, which support the day-to-day operation. Flight schedules are determined through consultation between Facility/Installation Supervisor (OIM/OPM), Aviation Coordinator, Dispatcher and the Aviation Service Provider. The Aviation Team Lead is responsible for the effective utilization of contracted aircraft. Additional support flights require prior approval by the OIM, Aviation Coordinator or Aviation Team Lead, and the Aviation Dispatcher.

10.3.1.2 Nonscheduled support flights (Ad hoc)

Ad hoc flights are flights that may be required when additional personnel are required on short notice or the transport of urgent cargo is required.

- The initiator of a request for a nonscheduled helicopter flight must request the flight from the BP Dispatcher and indicate the requirement to transfer personnel and freight. The Ad hoc request must have authorization by the OIM or Installation Supervisor.
- The Dispatcher must review the scheduled flights to determine whether the request can be completed with the scheduled resources, or if an additional flight is required.
- If an additional flight is required, the Dispatcher confirms the need with the Aviation Coordinator, or Aviation Team Lead for availability of approved aircraft.
- To prevent operational delays in performing an unscheduled flight, the initiator must be responsible for obtaining the requisite authority.

10.3.1.3 Shared flights

These are the shared flights with other oil and gas operators and may be scheduled or nonscheduled flights.

10.3.3.1 Registration

All personnel must have a travel authorization or seat assignment in the GulfShare Reservation System prior to arriving at the Aviation Service Provider's heliport. Reservations or seat assignment may be obtained through either the installation Dispatcher/Clerk or appropriate BP Dispatcher. Seat reservations are required to be booked twenty-four hours in advance of the travel, unless specifically authorized. Cost allocation information must be input into GulfShare prior to flight authorization.

In addition to the seat reservation, it is necessary for all personnel traveling offshore to sign in at the helicopter service provider's facility and correctly mark the blocks on the sign in sheet for training and fitness for duty information.

Individuals who do not meet the BP offshore travel requirements must check in with the BP Dispatcher for clearance to travel offshore. If a dispensation for offshore travel is necessary, prior authorization must be obtained from the installation supervisor or OIM and BP Dispatcher.

10.3.4 Delayed and Cancelled Flights

The Dispatcher must advise the affected installation and the passengers of their new check-in time before they leave the heliport if a scheduled flight is delayed or cancelled.

If flights are cancelled due to weather, priority for subsequent flight bookings is determined as follows:

- BP Dispatcher consults with OIM or Installation Supervisor to determine prioritization of delayed passengers.
- Passengers with cancelled flights have priority unless otherwise agreed with the OIM or Installation Supervisor.
- Passengers of cancelled flights are rescheduled into a new flying schedule by the Dispatcher, who informs passengers of their new reporting times at the heliport.

10.3.5 Requirement to Follow Instructions

Passengers are expected to comply with the instructions for check-in before flight including completion of all training requirements and any baggage restrictions.

Passengers are expected to comply with all instructions from security personnel during the personal or baggage search procedure.

Passengers are expected to comply with all instructions from the ground crew or flight crew during helicopter operations to include standby time, boarding, disembarking, and the flight.

10.3.6 Passenger Required Clothing for Offshore Travel

Clothing for offshore helicopter flights is adequate for the environment. While normal work clothing is recommended for helicopter travel, the following minimal street clothing is acceptable:

- Short sleeve shirts
- Full-length pants that cover the entire leg
- Full cover shoes with non-slip soles

Clothing for helicopter travel that is not acceptable:

- Shorts or cut off pants
- Tank tops or similar sleeveless shirts
- Open toed shoes, flip-flops, or thongs

10.3.7 Conditions and Terms that may Prohibit Travel Offshore

The Aviation Service Provider prohibits travel under any of the following circumstances:

- The individual's name does not appear in the GulfShare Reservation System or passenger list and verification for travel cannot be obtained from the BP Dispatcher.
- The individual does not posses a valid form of picture identification from an official state, US governmental agency or other official identification alternatives approved by BP (driver's license, military ID, passports, and so on).
- Either the receiving installation or person, who booked the GulfShare Reservation for the individual, does not provide the passenger's details and a charge code or allocation method.
- The individual does not possess a valid "Safe Gulf" training card, or equivalent. The individual does not comply with all necessary training and travel requirements.
- The individual is (or is suspected to be) under the influence of drugs or alcohol. If a passenger is suspected of being under the influence of drugs or alcohol, the Passenger Management Coordinator is required to report the person to the Dispatcher who informs the Aviation Team Lead.

10.3.8 Personal Carry-On Baggage

Passengers are required to pack their personal items in a soft-sided bag or what is informally referred to as a rig bag. The bag must be easily packed in the aircraft baggage compartment. Large rigid suitcases are prohibited however hard sided briefcases are acceptable.

Note: Lightweight plastic bags must not be used for baggage or to transport any items by helicopter. Helicopter dispatchers, freight handlers, and flight crews will not accept material for transport that is contained in lightweight plastic bags.

Passenger baggage consists mainly of personal effects such as clothing, toiletries, and so on. Recommended baggage weight is a maximum of 50 pounds per passenger. Baggage that exceeds the recommended weight may be tagged with a standby tag and be evaluated by the BP Dispatcher for travel on the same flight as its owner, if sufficient space or payload permits. If space is not available on this flight, it is treated as cargo, labeled standby baggage and cargo and placed on the next helicopter. The bag and cargo are transported by marine transportation, if another flight is not scheduled for that location. The receiving installation OIM or Installation Supervisor may make exceptions for critical need personnel or equipment. Coordination of an exception must be made through the appropriate shore base dispatcher.

Passenger must not have loose gear on their person (such as ball caps, dew rags, stocking caps, hats, objects sticking out of their pockets, and so on). All the loose gear is stowed inside a bag or container (except hard hats and boots). Sharp objects are not placed inside soft-sided baggage.

10.3.8.1 Prohibited and Restricted Items

10.3.8.1.1 Prohibited Items

The following items are prohibited offshore:

- Drugs (except legally prescribed, in the passengers name, and non prescription drugs sold over the counter)
- Radios, cassette and disc players, or other electronic equipment such as battery-operated soldering irons must be declared at check-in. The listed electronic equipment may be allowed in passenger baggage but only if the power switch is placed in the off position or the batteries removed.
- Hazardous materials/articles that are prohibited on person or in personal baggage:
    - Mace, tear gas, and other irritants
    - Weapons (firearms, ammunition, knives-except work equipment, etc.). An exception is knives or tools of the trade, in which case they must be declared at check in and stored in the baggage in a manner whereby the blade is protected.
    - Alcohol of any type
    - Gasoline and other flammable materials
    - Propane, butane lighters or refills

- No articles that may pose a hazard to personnel conducting baggage searches or transportation

Note: The list is not all-inclusive and you should consult the helicopter operator for specific hazardous material shipment information.

10.3.8.1.2 Restricted Items

- The pilot may permit iPod and MP3 players for use in flight.
- The OIM/Installation Supervisor, with acceptance by the pilot, may permit the following items for a specific use, but they are prohibited from carriage on person or in baggage and must be carried as hazardous material cargo:
  - Acids
  - Adhesives or Epoxy resins
  - Aerosols (other than toiletry items)
  - Certain chemicals, listing may be available from Aviation Service Provider or Code of Federal Regulations Title 49 for shipment by air.
  - Explosives, fireworks, firearms and/or ammunition
  - Flammable, toxic or irritant gases or liquids
  - Magnetic materials, exceptions may be made check with helicopter service provider or Code of Federal Regulations Title 49 for shipment by air.
  - Mercury
  - Oils, greases, paints or solvents
  - Poisons
  - Radioactive materials
  - Self lighting propane torch
  - Wet cell batteries

10.3.8.2 Transportation of Work Knives

Any knife that is declared a work-related tool must be secured in the passenger baggage or packaged as cargo. In a personal baggage, the blade is protected in a manner to prevent puncturing the bag. This protects the baggage handlers from a knife piercing the bag and cutting the person during loading and unloading.

Example, A cook needs his knife for preparing meals. The knife is placed in a protective case and then placed into his baggage. If he does not want the knife in his baggage or it cannot be shielded to prevent puncturing the bag, the knife must be placed in a protective box for transport as cargo.

10.4 Shore Base Passenger Management Process

The BP Dispatcher in coordination with the OIM or Installation Supervisor, Aviation Coordinator, and Aviation Team Lead must organize the transport of all passengers and cargo on BP contracted helicopters.

10.4.1 Passenger Check-In Process

Passengers must show their picture identification to initiate the check-in procedures. Passengers are requested to sign in with their personal details displayed as appropriate for the travel. Seat reservations must be obtained 24 hours prior to travel, unless otherwise specifically authorized.

Once the sign in information is confirmed, the individual steps on the scales and is weighed. The weight is recorded on the sign in sheet. After the individual is weighed, he places all baggage on the scales and that information is entered onto the sign in sheet. This information is used in the development of a flight manifest. Actual weights must be used on the flight manifests, do not enter or use estimated weights.

Passengers proceeding offshore should also have with them (or available offshore) all necessary personal protective equipment, such as hardhat, safety boots, safety glasses, coveralls, work gloves, ear protectors, and any other specific equipment required.

The Passenger Movements Personnel compiles the flight manifest as personnel, baggage, and cargo are checked in for each individual flight. The manifest must be available for review at each Aviation Service Provider's location for 60 days. The Offshore Dispatcher and Clerk compile the inbound manifest in a similar manner.

Passengers proceed to the security area where they are subject to a baggage and body search, as appropriate when advised by the check-in agent. If the baggage is searched prior to the flight departure time, it must be tagged for the appropriate destination and placed in a secure area until loaded on the aircraft.

At shore bases, a flight safety briefing video is shown prior to every flight outbound, detailing the operation of the safety equipment, the safety features of the helicopter, and the normal and appropriate emergency procedures.

Note: If conditions dictate that the aircraft should return to the shore base and the flight is dispatched at a later time, that day, the video briefing is not required for those passengers who viewed the video on the previous flight. Any passenger who did not previously view the video must do so prior to loading on that flight.

On completion of check-in and security searches, passengers are to proceed to the briefing room or the secure passenger waiting area. Approximately 30 minutes prior to the departure time, the flight is paged. Once paged, each passenger obtains his baggage (unless previously secured), clears security, and proceeds to the passenger briefing area or muster point, as appropriate. During the final security check before boarding the helicopter, a picture ID is presented and compared to the passenger listing on the actual flight manifest. Picture ID must be issued from an official State, U.S. governmental agency or other official identification alternatives approved by BP (driver's license, military ID, passports, etc.,). After the passenger briefing or security check is complete, an escort is provided to the helicopter. Upon arrival at the helicopter, the passenger deposits

the bag at a spot designated by the ground or flight crew. The ground crew loads the baggage while the passengers are being seated and strapped into the helicopter seat.

10.4.1.1 Reporting Time and Travel Requirements

All passengers are booked through the GulfShare Reservation System and entered on the flight manifest one hour prior to departure.

If a passenger is not booked prior to the flight, he must complete the sign up by entering all relevant information, such as personal details, offshore survival training, and so on, as required then report to the BP Dispatcher.

The information is submitted to the BP Dispatcher the day prior to departure, together with:

- Appropriate validation of survival training (HUET). An electronic database may be substituted for paper documentation to validate the appropriate training.
- Visitors may be granted a dispensation issued by the OIM or Installation Supervisor or BP leadership team member, before travel offshore.

On the day of departure, passengers with a confirmed booking must report for check-in a minimum of one hour prior to the departure time of the flight.

10.4.1.2 Passenger and Baggage Weight

An accurate set of scales must be provided at each quarter's facility and the actual body and baggage weights must be obtained and used for all helicopter operations.

Light helicopters conducting inter-field movements may use estimated weights from either the passenger or pilot.

10.4.1.3 Security

At designated facilities BP and the Aviation Service Provider have established a security process that must be followed. Security is a very important part of heliport operations and offshore travel. BP and the Aviation Service Provider expect all personnel traveling offshore to provide full cooperation in all aspects of security involving helicopter operations, both onshore and offshore.

10.4.1.3.1 Security Checks

At the security check, all passengers must declare work knives, radios, disc or cassette players or other battery operated equipment defined as prohibited or restricted items. Prohibited items are taken, tagged and secured for the passenger's return, except non-legal items. Persons carrying firearms, illegal drugs, or offensive weapons are not permitted offshore and are reported to the BP Dispatcher.

Passengers must submit to a body search and empty their pockets at the request of the Security Agent. The body search may be accomplished as a physical search or magnetometer (wand) search. If a physical body search is conducted, it must be accomplished by a member of the same sex and be witnessed by a qualified supervisor or other security representative. The passenger is refused transport, if

he fails to comply with such requests. The Aviation Team Lead and the OIM or Installation Supervisor must be contacted immediately.

Passengers must allow their baggage to be searched, in their presence, until Security Agents are satisfied that the baggage is acceptable. If the baggage is not cleared by security personnel for transport offshore the passenger may be refused travel. The Aviation Team Lead and the OIM or Installation Supervisor must be contacted immediately.

Prior to ramp access for boarding the helicopter passengers must present government issued picture identification to security. Security personnel must compare the identification to those listed on the flight manifest prior to allowing entry to the ramp area.

10.4.1.4 Alcohol and Drug Tests

BP conducts routine passenger screening for drug and alcohol use. If a passenger is requested to proceed to an interview room for screening he is expected to comply with all instructions of the testing personnel.

If a passenger is non-negative he will be removed from the flight and informed of the reason. A record of the passenger's name, date, and flight number will be forwarded to the OIM or Installation Supervisor to allow his company to be contacted for a replacement.

10.4.2 Passenger and Cargo Manifest

10.4.2.1 General

A copy of the manifest must be kept at the point of departure and a copy retained with the pilot until the aircraft has arrived at its destination. For paper work that does not have the passenger's name and company designation on the manifest, a copy of the passenger list must be attached to the invoice. If the passenger listing, or manifest with passenger names and company designation is not attached to the invoice, it is not processed for payment until appropriate documentation is supplied. Information is entered into the remarks section to determine why the flight was dispatched, if a leg of the flight is for cargo or empty. (For example, three legs are flown empty. An explanation should be entered in the remarks column that enables the dispatchers to determine the reasons for the flight).

10.4.2.2 Utilization of Actual Weight

All passengers and cargo must be weighed and that weight is recorded on the flight manifest. Estimated weights may be used by Search and Rescue and light helicopter pilots during field operations.

10.4.2.3 Manifest Changes

Manifest changes shall be limited to those changes that do not impact the helicopter's scheduled departure time or cause flight delays to subsequent flights. All flight manifests shall be considered complete within one hour of scheduled helicopter departure. Any changes within the one hour period or that require delays shall be approved by the Aviation Coordinator prior to causing the actual delay. A copy of the revised manifest must be left with a responsible person at the departure location and modified with the appropriate aviation dispatcher.

10.4.2.4 Manifesting Information

All passengers are manifested with all the following information:

_____ Name

_____ Individual Weight

_____ Employer

_____ Baggage/Cargo Weight

_____ Verification of viewing the appropriate helicopter safety film (shore bases only)

_____ Water survival training with HUET (within the past five years)

_____ BP required 6 in 1, Safe Gulf or Equivalent

10.4.3 Boarding the Helicopter – Shore Base

All passengers must secure loose articles prior to boarding the helicopter. **[Passengers are not permitted to carry or wear caps (baseball, dew rags, and so on) they must be secured.]** A magazine or book is acceptable for carry on if secured during transit to the helicopter. When instructed to commence boarding, a ground crew member shall escorts the passengers to the helicopter. Passengers must walk single file and follow the same path as the escort. A second ground crew member is the last in line and responsible to ensure passengers do not deviate from the helicopter boarding and approach procedures and the designated walkways. Passengers must adhere to all instructions given, approaching the helicopter only as directed, to reduce the possibility of entering a danger area. All approaches to the helicopter are from the 3 or 9 o'clock position, but only after directed to do so visually or verbally by the escort, helideck crew or pilot. If a helicopter is positioned so as to prevent entry under the rotor system from the 3 or 9 o'clock position, a ground crew member may escort the passengers under the rotor system from the front. Passengers may be loaded from the front of an S76 only with the pilot's permission and the installation of a cyclic stop that controls rotor tilt.

Passenger movement to and from a helicopter with rotors turning may be considered a normal activity. All concerned must follow procedures and guidelines if accidents and injuries are to be prevented. The degree of risk is dependent on many factors, including: the height of the rotor disc, the wind, the position of the access points, and the activity-taking place. When the aircraft rotors are turning, there must be a member of the crew (ground or flight) positioned near the helicopter during passenger boarding to prevent approaching the tail rotor or other hazardous areas.

When accelerating or decelerating the main rotor below normal idle speed, blade flapping may occur; in the extreme case the blade tip can dip to near ground level. Personnel must, therefore, never enter the rotor disc area whenever the pilot is starting up or stopping the helicopter rotor.

On board the helicopter passengers must sit where directed and fasten their seat belts and shoulder harness. The escort must ensure that no loose items are inside the passenger cabin and all passengers have fastened their seat belts and shoulder harness, if installed.

- No items may be carried in the cabin area, other than in a cargo bin and compartment, which could become a flying projectile during turbulence.
- Passenger must not have loose gear on their person (ball caps, dew rags, stocking caps, hats, objects sticking out of their pockets, and so). All the loose gear is stowed inside a bag or container (except hard hats and boots). Sharp objects are not placed inside soft-sided baggage.

10.4.4 Cargo Handling and Manifesting

10.4.4.1 Notification of Cargo Required

All cargo transported by helicopter to offshore installations must be pre-notified to the check-in Clerk before it is accepted for transportation. Cargo delivered to helicopter bases must be accompanied by a manifest giving details of the contents.

Cargo from unknown sources or cargo that is delivered without prior notification is not to be accepted for transportation to an offshore destination.

It must be pre notified to the base staff at the same time as the weather report is made, if cargo is to be transported inbound from the offshore installation to the helicopter base. This allows the pilot to calculate the projected weight and balance of the aircraft as well as to make any configuration changes necessary to carry the inbound cargo.

10.4.4.2 Cargo Clearance

Cargo offered for shipment by air must be cleared through the Heliport Dispatcher.

Security personnel, under instruction from either the helicopter operator or BP reserve the right to open any cargo to check the contents against the manifest prior to shipment by helicopter to an offshore installation.

10.4.4.3 Cargo Manifests

Unless previously arranged with the shore base dispatcher cargo must not be delivered directly to the heliport. It must first be delivered to the appropriate shore base for proper manifesting and tracking.

Cargo must be properly packaged and be accompanied by a manifest giving descriptive details and the destination of the shipment when the dispatcher transfers it to the heliport.

Passenger movement personnel onshore are responsible for ensuring that cargo details are entered onto the flight manifest and presented to the pilot.

10.4.4.4 Cargo Actual Weight

Heavy or bulky cargo (exceeding 50 pounds in weight) not required immediately shall be shipped by vessel from the shipping terminal.

All cargo must be weighed and that weight must be entered onto the manifest. Scales shall be calibrated or compared to the shore base (Houma Heliport) scales at least annually or when a discrepancy is noted.

Remote field operations from unmanned installations may waive this requirement if an approximate weight of the cargo can be given. The accuracy must be such that if missed it would not exceed maximum load capability of the aircraft or the compartment in which the cargo is loaded.

10.4.4.5 Cargo Identification

Cargo must be clearly marked or securely tagged with the offshore destination and should include the name of the person receiving the cargo.

10.4.4.6 Hazardous or Dangerous Goods by Air

Hazardous material delivered to the shore base for transportation by air must be properly packaged, marked, labeled, within quantity limitations, and accompanied by the Shipper's Declaration for Hazardous Material. Hazardous cargo, including paints and other ORM, must be stored or isolated in a designated HAZMAT area when awaiting shipment.

The Hazardous Material paperwork must accompany the cargo to the heliport. It is the responsibility of the Aviation Service Provider to complete an acceptance check for carriage by air. If the shipment does not meet ALL requirements as per regulations, the shipment must be refused. Prior to shipment the deficiencies must be corrected or the shipment returned to the shipper. Prior to the return of the shipment the shore base dispatcher will contact the OIM or Installation Manager for assistance in correcting the deficiencies.

No substance or item prohibited for carriage by air under Title 49 is placed on board the helicopter, unless exempted by the Federal Aviation Administration. It is the responsibility of the cargo supplier, not the Aviation Service Provider, to ensure that all hazardous material is in the proper container, within quantity limitations, marked, labeled, and documented properly. The Aviation Service Provider must perform an acceptance check to comply with DOT regulations. Any package that does not meet the hazardous materials shipping regulations must be refused shipment and either returned or the deficiency corrected by the shipper or his agent.

Passenger movement personnel must inform the pilot of the hazardous material or dangerous goods shipment. The acceptability of a hazardous material package for carriage by air rests with the pilot. The inbound shipment of hazardous material or dangerous goods must comply with DOT Regulations. All inbound packages that are classified as hazardous material must be accompanied by an appropriate Shipper's Declaration for hazardous material. The OIM or Installation Supervisor must develop a system to inform the Dispatcher and Clerk of the requirement to ship hazardous material or dangerous goods prior to the aircraft leaving the heliport. The Dispatcher and Clerk communicate with the shore based Dispatcher concerning the shipment prior to the helicopter's departure from the onshore heliport. Upon arrival at the offshore installation, the pilot performs an acceptance

check to accept the shipment. If the shipment does not meet all requirements, it is refused for carriage.

All hazardous material is reported to the pilot prior to transportation on aircraft.

Written guidelines from the Federal Aviation Administration or other regulatory agencies may be applied except as note below:

- High explosives, explosives type A-E, detonators, cartridges, fuses, shaped charges, perforating guns-with or without detonator, gasoline, turbine fuel, flammable liquids-toxic, acids, corrosives materials, organic peroxide, or infectious material may not be transported by air with personnel onboard except crewmembers, employees of the aircraft operator, an authorized representative of the United States, or representatives of the shipper or consignee so designated in writing or personnel necessary for handling the material.

  Note: Due to the many variables associated with transportation of hazardous material or dangerous goods, the Logistics Manager or Aviation Team Lead may make exception to the above procedures on a case-by-case basis.

10.4.4.7 Cargo Handling

The majority of offshore cargo is delivered by marine services. Air cargo carried is generally of a specialized or urgent nature and may be carried in the baggage hold, cabin, or by external sling load.

A single air cargo package should be restricted to 250 pounds or less. Any single package that weighs in excess of 50 pounds requires a minimum of two personnel to move. Any single package greater than a weight of 100 pounds should be conducted under a process that details any special handling techniques or equipment required (mechanical suggested). Consideration must be given to both onshore and offshore handling requirements that are acceptable to the helicopter service provider, shore base manager, and OIM or Installation Supervisor.

The types of goods that may be transported by air are limited by size, weight, and the nature of the goods themselves. All shipments of hazardous substances or materials must comply with the Department of Transportation (DOT) Code of Federal Regulations (CFR) Title 49.

All cargo for transportation by helicopter must be delivered to the appropriate shore base or BP Dispatcher for quantity and weight review, inspection, packing, and manifesting. Shore base personnel consolidate consignments at the shore base, other than hazardous materials, and ensure transport to the heliport in coordination with the BP Dispatcher.

Personnel, both onshore and offshore, who are responsible for the processing and manifesting of hazardous air cargo must be competent and trained in the necessary requirements for the certification, quantity and weight limits, packaging and labeling of such goods, in addition to the requirements for the air transport of ordinary goods.

Note: The OIM or offshore installation supervisor coordinates air cargo prioritization on the platform.

10.4.4.8 Mail and Papers

All mail for offshore is directed to the Dispatcher where it is screened before being placed in the offshore mailbag or package. Items not packaged or inside an envelope are classed as cargo and forwarded to the appropriate area at the shore base. Mailbags are delivered to the heliport at the end of each day for the following day's flights. The helicopter service provider must be notified of outgoing mail.

The Passenger Movements Personnel include newspapers placed on the helicopter as payload for weight and balance purposes.

10.4.4.9 Cargo in the Helicopter Cargo Compartment

On occasions when it is deemed necessary to carry cargo by helicopter, it must be carried in the cargo compartment of the aircraft together with personal baggage. Cargo that is heavy or bulky may be carried in the cabin of an aircraft designated for cargo only flight.

In the event that the combined cargo and passenger load exceeds the capacity or performance level of the aircraft, the Dispatcher must contact the OIM or Installation Supervisor to establish a shipment priority.

The shore base personnel, in coordination with the dispatcher, must ensure that cargo is delivered to the heliport at the appropriate time. The dispatcher must ensure that all cargo has been inspected, is securely packaged, labeled, and accompanied by the relevant documentation.

Hazardous material must be clearly marked, labeled, within quantity limitations and comply with all hazardous material regulations as detailed in CFR Title 49.

10.4.4.9.1 Cargo in the Helicopter Cabin

While cargo is not routinely permitted in the cabin area, in certain instances, cargo may be transported in the helicopter cabin. These instances should be minimized, operationally justified and subject to approval by the pilot and the Aviation Team Lead. In the event of an emergency landing, cargo in the cabin may create a hazard to passengers, either restricting access to emergency exits, snagging on passenger clothing or even breaking free in a hard landing scenario. This does not apply if the cabin area has a designated cargo area with proper segregation and restraint systems.

Additional to the passenger safety considerations, structural limits of the aircraft floor must be considered. Load distribution must be coordinated with the pilot prior to loading any package that has an irregular or odd shape that may cause a concentration of the weight on small contact points or weighs over 100 pounds.

The following conditions apply to cargo carried in the cabin:

- It must not obstruct normal exits, emergency exits, or access routes available to passengers.
- It must not obstruct secondary emergency exit windows.

- It must be securely lashed down to the aircraft strong points or prevented from moving by use of a tensioned net acceptable to the pilot.
- If seats are folded, care must be taken to ensure they are stowed in such a manner where the seats or cargo does not present a hazard to the passengers in normal or emergency situations.

Notwithstanding the above conditions, the acceptability of an item for carriage within the cabin or cargo compartment rests with the pilot.

10.5 Enroute Passenger Management Process

10.5.1 Helicopter Instrument Flight Briefing for Passengers

The pilots brief all passengers when Instrument Flight Rules (IFR) operations are anticipated. During IFR, the helicopter may fly into the clouds or rain restricting or blocking visual sighting of land and water. Flight separation from other aircraft is maintained by the governmental agency Air Traffic Control (ATC) during flight in the clouds or reduced visibility situations. ATC separates aircraft in the GoM through the use of radar or time. During IFR, there are strict communications and operational requirements placed upon the pilots, therefore, passengers should not deflect their attention unless flight or passenger safety may be compromised.

10.5.2 In-flight

During the flight, passengers must adhere to all instructions by the flight crew regarding seat belts, life jackets, and so on. Smoking is not permitted on the helicopter at any time.

10.5.2.1 Normal and Emergency Equipment On Board the Helicopter

A passenger-briefing card is used to supplement the oral or electronic briefing given by a flight crewmember. The briefing cards contain instructions on normal and emergency exits, safe, or unsafe areas around the helicopter, lifejacket operations, and other emergency information. All passengers are responsible to become familiar with the information contained on the supplemental briefing cards.

10.5.2.2 Operation of Seats and Seat Belts

Depending on the weight restrictions due to baggage, fuel loading and weather conditions, the helicopter may not be able to carry the maximum number of passengers. In addition, the distribution of passengers in the cabin affects the trim or balance of the aircraft. Passengers must sit where directed and only change their seat if directed.

During the flight, passengers remain in their seat with the seat belt and shoulder harness securely fastened. Do not move around or change seats unless it is necessary to communicate with the flight crew.

Seat belts and shoulder harness, if installed, are required for all flights. Use of the belt (which is demonstrated during the preflight safety video) is as follows:

- Once seated the passengers should clip the lap belt into the buckle. If a shoulder harness is installed, the clips must be attached to the belt prior to buckling the seat belt.

- The lap belt is tightened. Pull the free ends until the belt is firm but comfortable. Ensure the belt release mechanism is facing out from the body in such a manner to give quick access to the release mechanism.
- The belt and shoulder harness straps may be released by pulling the buckle clip or mechanism away from the body.
- The seat belt and shoulder harness are kept on and tight through out the flight or until directed otherwise by the flight crew.

Extreme care must be taken to ensure the seat belt is not twisted; it is securely fastened, and is not obstructed by the life vest. In an emergency situation, if the helicopter overturned in the water, a twist in the seat belt might cause it to turn so that the release lever is on the inside next to the body. When hanging upside down it would be nearly impossible to release the belt mechanism while in this position.

Passengers must ensure they understand the operation of the seat belt and shoulder harness, if installed. If in doubt, ask.

10.5.2.3 Use of Emergency Exits and Life Vests

All helicopters are fitted with emergency exits. The use of these exits is covered in the preflight safety video, pilot safety briefing, and is detailed on the Supplemental Briefing Card. Passengers must be familiar with the location of emergency exits in relation to their seat, and read the safety material detailed in the supplemental briefing card.

The life vests are specifically approved for aviation use and use of Kapok or foam type work vest is prohibited. The life vest is an over the head bladder type preserver with two pulls tab inflators. Each tab inflates one of the two compartments using a C02 cylinder. Each bladder is also fitted with an oral inflation tube and manually operated dump valve. The oral inflation tube may be used to manually add air to one or both of the vest's bladders.

In an emergency situation, if time permits, passengers are instructed by the flight crew on what to do. In the event that the helicopter is forced to land on the water and they have to evacuate, they must not, under any circumstances, inflate the life vest while inside the aircraft cabin. If the helicopter were to capsize or sink, their inflated life vest could trap them.

Passengers shall exit the helicopter directly into the life raft, if possible, inflating their life vest as they exit the helicopter. If this is not possible, passengers must enter the raft or water, inflate the life vest and if in the water make their way to the life raft and board via the slide. Use the whistle, sea dye marker, EPIRB and flares to attract attention of passing boats or helicopters.

10.5.2.4 Use of Inflatable Rafts

Each helicopter is fitted with deployable life rafts. Detailed instructions concerning the location and operation of the life rafts are given in the preflight video safety briefing, pilot safety briefing, and on the supplemental briefing card, available at each passenger seat in the aircraft. Passengers must ensure they are aware of the position and launching procedure for the life rafts.

When an aircraft has made a controlled descent to the water, passengers must follow the instructions of the pilot, or if necessary due to injury of the flight crew, follow their own initiative to open/jettison the doors and launch the life rafts.

Once launched, passengers enter the life raft directly if possible, or enter the sea and climb into the life raft. The emergency locator transmitter (ELT) and survival equipment located in the helicopter should be taken into the life raft. A flight crew member will normally obtain this equipment or appoint a responsible person.

10.5.2.5 Emergency Beacons

It is the responsibility of the pilot to ensure that the emergency beacons are properly activated and deployed.

Supply vessels and some helicopters have equipment on board that can home in on the EPIRB or ELT signal.

The helicopter is fitted with an impact activated emergency locator transmitter (ELT) fitted to the helicopter.

The pilot has an emergency location beacon (EPIRB) incorporated in his life vest. In addition, there is an EPIRB in each life raft that transmits a signal on the international search and rescue (SAR) frequency, once manually activated or upon immersion.

10.5.2.6 Helicopter Flotation Gear

Most helicopters do not have an inherent flotation capability. Consequently for over water operations, they are fitted with flotation gear, the type and layout of which varies depending on the type of helicopter.

Most flotation gear is not automatic in operation. In the event of a controlled landing on the water, the pilot electrically activates the flotation gear from the cockpit.

It is the responsibility of the pilot to activate the flotation gear whenever he considers it is necessary.

10.6 Offshore Passenger Management Process

10.6.1 Arrival Offshore

Upon arrival offshore, the passengers must remain in their seats with seatbelts and shoulder harness fastened (if installed) until instructed by the helideck crew or pilot to disembark. Passengers are instructed to leave their hearing protectors onboard and place them in the seat, rack, and hangar device, as appropriate. Under no circumstances should hearing protectors or other passenger equipment be place on the floor or in the isles.

Upon leaving the helideck, passengers must follow the directions of the helideck crew and proceed to the reception area. Normally passengers disembark from the helicopter while still wearing the life vest and pass-it to the boarding passengers once they are in the transfer and reception area. In some circumstances, however, they may be instructed to leave their life vest in the helicopter for passengers who are about to embark. When this occurs passengers should fold the life vest and lay it in their vacated seat. If returning passengers are not scheduled, a member of the helideck crew must place the life vests onboard the helicopter prior to departure. Any life vest not returned to the aircraft effectively limits the aircraft seating capacity by that number of vests.

10.6.2 Offshore Passenger Check in

A passenger checking in offshore may be requested to submit to the same security process as used onshore. Prohibited or restricted items must not be transported in personal baggage or cargo unless declared, documented, and specifically approved by the process listed in this document. Items designated, as hazardous material may not be transported in normal cargo or baggage.

If requested to clear security upon return from offshore each passenger must comply with all security requests before their baggage will be cleared. Passengers bringing toolboxes or other special equipment to shore may be subject to a search as previously described.

See Section 10.4.2 for passenger and cargo manifesting.

10.6.3 Passenger and Baggage Weight

All personnel, baggage and cargo must be weighed and that weight entered onto the flight manifest. Scales shall be calibrated or compared to the shore base (Houma Heliport) scales at least annually or when a discrepancy is noted or suspected.

10.6.4 Passenger Check-In Process

Passengers must produce their picture identification to initiate check-in procedures. Passengers are requested to sign in with their personal details displayed as appropriate for the travel. Seat reservations must be obtained 24 hours prior to travel, unless otherwise specifically authorized.

Once the sign in information is confirmed, the individual steps on the scales and be weighed. The weight is recorded on the sign in sheet or flight manifest. After the

individual is weighed, he places all baggage on the scales and that information is entered onto the sign in sheet or manifest. Actual weights must be used on the flight manifests, do not enter or use estimated weights

The clerk and dispatcher compile the flight manifest as personnel, baggage, and cargo are checked in for each individual flight. The manifest must be provided to the HLO who in turn transfers the manifest to the flight crew.

A flight safety briefing video may be shown prior to the flight, detailing the operation of the safety equipment, the safety features of the helicopter, and the normal and appropriate emergency procedures.

On completion of check-in, passengers are to proceed to the muster area or the secure passenger waiting area. Once the helicopter is on the helideck and prepared to receive passengers the HLO or HDA will escort passengers to the helideck from the muster area. During the final check before the passenger(s) board the helicopter, picture identification shall be presented and compared to the passenger manifest. Picture identification must be issued from an official state, US governmental agency or other official identification alternatives approved by BP (driver's license, military ID, passports, and etc.). Upon arrival at the helicopter, the passenger deposits the bag at a spot designated by the HDA or flight crew. The HDA loads the baggage while the passengers are being seated and strapped into the helicopter seat. Where feasible, baggage shall be loaded onto the helicopter prior to passenger arrival on the helideck.

10.6.5 Security

Upon arrival at the heliport passengers will be required to clear a security process developed from procedures issued by BP Logistics, BP Security, Federal Aviation Administration, Mineral Management Service, Department of Homeland Security (TSA and USCG), and the Offshore Installation Manager/Facility Supervisor.

10.6.5.1 Baggage Security Checks

A passenger checking in offshore may be requested to submit to the same security process as utilized onshore. Prohibited or restricted items can not be transported in personal baggage or cargo unless declared, documented, and specifically approved by the process listed in this document. Items designated, as hazardous material may not be transported in normal cargo or baggage.

If requested to clear security upon returning from offshore, each passenger must comply with all security requests before the baggage is cleared. Passengers bringing toolboxes or other special equipment to shore may be subject to a search as previously described.

10.6.5.2 Body Searches

Passengers must submit to a body search and empty pockets at the request of the Security Agent. The body search may be accomplished as a physical search or magnetometer (wand) search. If a physical body search is conducted, it must be accomplished by a member of the same sex and be witnessed by a qualified supervisor or other security representative.

10.6.6 Inbound Cargo Movements

The OIM/Installation Supervisor is responsible to ensure appropriate systems are in place to:

- Inform the Dispatcher and Clerk of all requirements to ship inbound cargo. The Dispatcher and Clerk is responsible for placing the cargo details on the flight manifest, sending a copy to the BP Dispatcher, and giving a copy to the HLO who in turn will pass it along to the pilot.
- Coordinate and ensure all inbound cargo is within quantity and weight limits, properly packaged, and labeled in accordance with applicable regulations.
- Implement a system that informs the Dispatcher and Clerk when there is a requirement to ship cargo in the helicopter cabin. This is accomplished prior to the flight leaving the shore base for inbound cargo and prior to cargo arrival at the heliport for outbound requirements. The Dispatcher and Clerk coordinate the shipment with the BP Shore Base Dispatcher. This is necessary for the pilot to plan and configure the aircraft prior to departure from the heliport.

10.6.7 Boarding the Helicopter – Offshore

All passengers must secure loose articles prior to boarding the helicopter. **[Passengers are not permitted to carry or wear caps (baseball, dew rags, etc.) they must be secured.]** A magazine or book is acceptable for carry on if secured during transit to the helicopter. When instructed to commence boarding, a Helideck Assistant (HDA) shall escort the passengers to the helicopter. Passengers must walk single file and follow the same path as the escort. Passengers must adhere to all instructions given, approaching the helicopter only as directed, to reduce the possibility of entering a danger area. All approaches to the helicopter are from the 3 or 9 o'clock position, but only after directed to do so visually or verbally by the HDA or pilot. If a helicopter is positioned so as to prevent entry under the rotor system from the 3 or 9 o'clock position, a HDA may escort the passengers under the rotor system from the front. Passenger loading from the front in an S76 is only permitted if cyclic stops that control rotor tilt is installed and properly used.

Passenger movement to and from a helicopter with rotors turning may be considered a normal activity. All concerned must follow procedures and guidelines if accidents and injuries are to be prevented. The degree of risk is dependent on many factors, including: the height of the rotor disc, the wind, the position of the access points, and the activity-taking place. When the aircraft rotors are turning, there must also be a member of the crew (ground or flight) positioned near the helicopter during passenger boarding to prevent approaching the tail rotor or other hazardous areas.

When accelerating or decelerating the main rotor below normal idle speed, blade flapping may occur; in the extreme case the blade tip can dip to near ground level. Personnel must, therefore, never enter the rotor disc area whenever the pilot is starting up or stopping the helicopter rotor.

On board the helicopter passengers must sit where directed and fasten their seat belts and shoulder harness. The HDA must ensure that no loose items are inside the passenger cabin and all passengers have fastened their seat belts and shoulder harness, if installed.

- No items may be carried in the cabin area, other than in a cargo bin and compartment, which could become a flying projectile during turbulence.
- Passenger must not have loose gear on their person (ball caps, dew rags, stocking caps, hats, objects sticking out of their pockets, and so). All the loose gear is stowed inside a bag or container (except hard hats and boots). Sharp objects are not placed inside soft-sided baggage.

10.6.8 Helicopters Operating at a Non-HLO Staffed Facility

Transport Category or Dual Pilot Helicopters: Passenger and cargo loading and off-loading may not be conducted with the rotor in motion, if operating at a facility without a HLO.

- An exception is allowed if the Pilot has determined it is safer, due to weather or operating circumstances, to keep the rotor system turning, provided the following exist:
  - The Pilot does not allow paperwork or other duties to distract him from his primary duty of managing the aircraft and passengers during loading and unloading of passengers or any other critical phase of operations.
  - The autopilot is disengaged prior to allowing passengers or cargo handlers under the rotor system.
  - One of the pilots is positioned outside of the helicopter to coordinate passenger and cargo activity.
  - The Pilot maintains a minimum of flight idle RPM on the rotor system and maintains hands on the controls until the passengers are clear of the helideck.

10.6.8.1 Helicopters Operating at a Non-HLO Staffed Facility

Passengers approach the helicopter from the 3 or 9 o'clock position, but only after directed to do so visually or verbally by the Pilot. Passengers are not to cross in front of the helicopter, unless directed to do so by the Pilot, and when doing so they should walk as close to the nose of the helicopter as possible. Passengers shall ensure all loose articles are secure prior to entering the helideck area. Passengers must not wave or lift their hands or arms above shoulder height, jump, or in any way present a hazard to helicopter operations.

10.6.9 HLO Requirement for Designated Helidecks

A Helideck Landing Officer (HLO) must be assigned to helidecks routinely serviced by transport or medium aircraft, and at all self-contained drilling or construction installations. This requirement is to minimize the risk to passengers, facilities, aircraft, and flight crews. Pilots shall not routinely handle baggage, passenger escort, or helicopter refueling.

10.3.1.4 Night flight

When a need arises for a flight outside the normal hours of operations (other than emergency medical evacuation) a night flight must be requested and authorized by the appropriate Performance Unit Leader (PUL) and the Aviation Team Lead or Logistics Manager.

10.3.1.5 Emergency and medical evacuation flights

These are flights in support of an incident or emergency response. The Shore Base Dispatcher will serve as a single point of contact for emergency or medical emergency flights. A priority of medivac service providers has been established for this type flight dependent on provider's capabilities.

10.3.2 Flight Dispatch to Offshore Installations

Prior to flight release to an offshore installation the details and reason for the flight will be communicated to the OIM/Installation Supervisor (or their designee as developed by the OIM/Installation Supervisor). Only those flights authorized by the OIM/Installation Supervisor shall land on the installation. All flights scheduled and coordinated with the installation through the GulfShare Reservation System are deemed to have prior permission to dispatch.

10.3.3 Passenger Flight Booking

It is necessary for all personnel traveling offshore to meet the BP requirements prior to arriving at the heliport for travel. The responsibility for maintaining up-to-date safety and training certificates rests with the individual and his Team Lead or Supervisor.

All regularly scheduled personnel must have their seat bookings reserved through the GulfShare Reservation System. The GulfShare Reservation System reserves seats on an individual flight, rotation basis (7/7, 14/14, etc.), or any repetitive interval.

An installation that has a requirement for non-crew change personnel to travel offshore (such as rotational change, visitor, vendor, etc.,) must request an aircraft seat through the GulfShare Reservation System. The appropriate Aviation Dispatcher, Aviation Coordinator, or Aviation Team Lead will assist in aircraft assignment to fulfill the flight requirement. The Point of Contact is responsible for inputting all passenger details, along with safety and training certification information and requirements into the GulfShare Reservation System.

The Dispatcher reviews the request for travel dates and confirms seat availability. In the event of overbooking or the need to prioritize the passenger list, the OIM, Well Site Leader, or Installation Supervisor will be consulted to finalize the booking list. If dispensation is required for medical or training, the Dispatcher forwards the request to the offshore representative who coordinates with the OIM or Installation Supervisor for approval.

The installation is responsible for advising the passenger of travel arrangements as detailed in the GulfShare Reservation System. This notification should include location of departure and the scheduled departure time.

The Helicopter Landing Officer (HLO) is primarily a supervisory position and is in overall charge of the helideck during helicopter operations. He shall be accompanied by helideck assistants to perform routine tasks.

Due to varying conditions at each installation the number of helideck assistants (HDA) shall be flexible depending on activity level.

- Any helideck serviced only by medium helicopter operations will require a HLO accompanied by one helideck assistant. The helideck assistant shall be utilized for passenger escort and baggage management. The HLO and Helideck Assistant shall conduct all helicopter refueling operations.
- Any helideck serviced by transport helicopter operations will require a HLO accompanied by two helideck assistants. The two helideck assistants shall be utilized for passenger/baggage movement and helicopter refueling operations, when required.

Note: Because of the many variables, all fire suppression and rescue initiatives must be developed and evaluated by each installation. A risk assessment should be conducted to determine the fire rescue crew size and complement.

Note: The pilot has the final authority for safe operation of the aircraft and when a HLO is not present the responsibility for passenger control. If the pilot determines it is unsafe to land or takeoff, then he is responsible to do a go-around or abort the takeoff until any doubt or safety concern has been remedied.

Note: On helidecks without HLO support; the pilot is responsible for management of passenger and cargo loading.

10.6.9.1 The HLO's Responsibility

The HLO is responsible for controlling all helicopter operations to and from the installation on behalf of the OIM or Installation Supervisor, including providing final clearance for the helicopter to land or takeoff. Exercising, through personal presence, immediate and effective control of the helicopter landing area,

Informing the crane operator of the helicopter's arrival and departure and ensuring that all crane operations have ceased. (Crane operations that must cease are those that can reach the helideck or normal approach/departure path of the helicopter.) Check that no other operations that could be hazardous to the helicopter landing and takeoff are taking place,

Positive control of personnel movements during helideck activity and provide direction for aircraft movements, fueling and communications. The HLO is responsible for ensuring safe operating practices are followed on BP managed helidecks,

Acting as controlling authority during helideck operations and manages the helideck. However, the HLO authority does not override the pilot's decision pertaining to all aspects of flight safety.

The HLO is responsible to ensure he receives training in the role and function of an HLO through a BP accepted course with a 4-year re-instruction period.

10.6.9.2 HLO Qualifications and Requirements

See "Section 9 Qualification, Competency and Training" for specific details for the HLO and HDA positions. Each person assigned HLO duties shall complete an orientation as per the form in "Section 9 Qualification, Competency and Training" paragraph 9.4.4. Upon completion of the orientation the form shall be sent to the Aviation Assurance Advisor located at the Houma Heliport.

10.6.9.3 HLO Communications Requirement

All HLO controlled helidecks must provide a means of direct communications between the installation and vessel, HLO, and helicopter. The HLO shall be issued a headset with a noise-canceling microphone designed for helicopter operations.

When a vessel, ship or mobile offshore installation gives clearance for a helicopter to land on deck, the intention is for that vessel, ship or installation to maintain the existing heading while the helicopter remains on deck.

- Therefore, it is expected the helicopter pilot be notified immediately by radio if:
  - The vessel, ship, or installation goes off or intends changing heading by 10 degrees or more.
  - The vessel pitch, roll or heave reaches or exceeds the stated limit for the helicopter.
  - There is any vessel, ship or installation handling or station-keeping problems.
  - There is significant shift in relative wind (more than 30 degrees).
  - There is any other vessel, ship or installation abnormal event.

Such notification is essential in alerting the helicopter pilots, who decide on the appropriate course of action. This may require immediately stopping any refueling operations for quick departure, if required. If passengers are disembarking or loading, the operation will stop. Passengers seated remain on board and strapped in. Those outside the helicopter clear the helideck under the instruction of the helideck crew. The HLO checks the helicopter baggage compartment and cabin doors are safely closed, the deck is clear, and informs the flight crew that it is clear to takeoff.

10.6.9.4 HLO Pre-Arrival Checks

The HLO must ensure that the following checks are conducted:

- Only one helicopter is permitted on the helideck unless an emergency exits or approved. The Aviation Team Lead, Logistics HSE Advisor, or Logistics Manager along with the OIM must approve operations that require multiple takeoffs/landings with more than one aircraft on a helideck.

- Ensure that the helideck is clear of all obstructions, loose articles, and clear of any flammable liquids.
- A lighted wind sock or wind indicator is available and in clear view of the pilot. The perimeter and obstruction lights are in working condition for night operations.
- All fire, crash, escape, and rescue equipment is readily available and serviceable.
- Helicopter wheel chocks are available, if required (wheel aircraft only).
- Helideck crew members are on alert and standing by to proceed to helideck.
- All relevant documentation, such as passenger list, manifest, hazardous material/dangerous goods paperwork, etc., are readily available.
- Adequate provisions have been made for the receipt of heavy cargo, if required.
- Portable radio handset is operating correctly. It is recommended to perform a radio check prior to required use. [A portable radio (with headset) that is capable of communicating directly with the aircraft crew is required for HLO operations].

10.6.9.5 HLO Five Minutes Prior to Arrival of the Helicopter

The OIM or Installation Supervisor must be informed immediately of any defects found during these checks.

The HLO must ensure the following:

- All crane operations have stopped, all crane booms are in their rests or positioned away from the normal approach and departure path of the helicopter and the crane operator has exited the crane control area (cab).
- Any operation that could be hazardous to the helicopter landing is not taking place.
- The helideck crew is properly briefed for the helicopter landing.
- The public address announcement is made with a warning to all personnel who are not involved in the helicopter operation to keep clear of the helideck, fly away zones and area immediately under the helideck.
- No unauthorized personnel have access to the helideck.
- Cargo is secured clear of the helideck area including baggage for outbound passengers. (The helideck must be clear of all baggage and cargo and loose items prior to helicopter operations commence).
- Fire fighting equipment is manned or operational as per the installation procedures. Foam monitors are set (in the automatic oscillation mode, if available) and the foam valve to the eductor on the monitor is in the open position, if installed.

- If refueling is required, the fuel samples have been taken and the record completed. The samples are available for review by the pilot, if requested.

10.6.9.6 HLO Immediately Prior to Arrival of the Helicopter

If any of the last four conditions cannot be met, the HLO must inform the OIM or Installation Supervisor and advise the pilot of the circumstances.

- Confirm all crane activity has ceased, the crane operator has exited the cab, and the cranes are stowed in a safe position out of the normal approach or departure patch of the helicopter.
- If the local assessment determines a helideck fire crew is necessary, deploy them to standby in their assigned positions. (Remember no one is allowed on the helideck during helicopter landings).
- Confirm that the helideck crew is in position and is available for off-loading cargo and passengers.
- Confirm the helideck is clear of personnel and cargo.
- Be prepared to give winds and landing clearance to the helicopter.

10.6.9.7 HLO Duties with Helicopter Landed – Rotors Running

The pilot must not permit or allow any person to disembark the helicopter on any offshore installation without prior permission from the Helicopter Landing Officer (HLO).

Passengers must remain seated and strapped in on landing until signaled by the flight crew or HLO that it is safe to move or leave the helicopter.

After the helicopter has landed, the HLO must ensure that the following warning is adhered to:

Warning: No person may approach a helicopter until the pilot has given the signal to approach.

Once the pilot has indicated to approach, the HLO and Helideck Crew are cleared to approach the helicopter and perform their duties.

- The HLO must acknowledge the clear to approach signal and then give permission for the Helideck Crew to approach the aircraft and insert the chocks, if required. Both pilots must remain in the cockpit until chocks are inserted.
- The HLO must remain on the Helideck visible to the cockpit and the deck activity at all times. (such as first on and last off)
- The HLO must ensure the outbound manifest is delivered to the pilot.
- The Helideck Crew, under the supervision of the HLO, must remove the baggage from the cargo compartment(s). The baggage is placed on the helideck next to the exit for the disembarkation of the passengers. The passengers pick-up their baggage as they leave the helideck en route to the

reception area. A few installations or vessels have alternative procedures for baggage removal from the helideck. This paragraph is merely a guide for those installations without specific guidelines. (All baggage must be removed from the helideck prior to the helicopter's departure).

- A nominated Helideck crew member must guide the incoming passengers to the muster or reception area and carry any additional life vests required for the departing passengers.

CAUTION: Any life vest left on the installat ion will void one seat on the helicopter for future use or until the vest is replaced.

- After all passengers are clear of the helideck, the luggage and cargo have been unloaded; refueling may take place as requested by the pilot.
- Once deplaning passengers are clear of the helideck and refueling has taken place, the remaining helideck crew must load the outgoing baggage and cargo.
- Once the HLO is ready, he must indicate to the passenger control helideck crew member that he is prepared to receive the outbound passengers.
- A nominated helideck crew member must escort the outbound passengers to the helicopter. They must proceed in single file and in an orderly manner onto the helideck as instructed. They must deposit their baggage onto the helideck next to the helicopter prior to boarding. The helideck crew must then load their baggage onboard the helicopter.
- Passenger shall not have loose gear on their person (ball caps, dew rags, stocking caps, hats, or objects sticking out of their pockets). All loose gear shall be stowed inside a bag or container. Hard hats and boots may be attached to the bag on the outside or in a separate container. Sharp objects shall not be placed inside a soft-sided bag unless properly protected to prevent injury when loading/unloading the bag.
- As the passengers are being seated, the helideck crew member must ensure the proper security and seating of the passengers. If there are restricted seats due to center of gravity considerations, the helideck crew must ensure that they are not occupied.
- After the passengers and baggage are loaded, the HLO must ensure that a helideck crew member checks the security of the baggage compartment(s), cabin door(s), and for evidence of fluid leaks from the aircraft. At this time the pilot will signify ready for departure.
- The HLO must clear the helideck of all personnel except the helideck crew member who has been tasked with removing the chocks.
- The helideck crew member must remove chocks only after both pilots are seated in the cockpit and the pilot has signaled the HLO to remove chocks. After the chocks have been removed, the helideck crew member must clear the helideck.

- When the helideck is clear, the HLO scans the airspace surrounding the helideck area and give the pilot the all clear signal, if other air traffic is not detected. The takeoff signal may be backed up via radio communications. The HLO must clear the helideck prior to the helicopter lifting.
- After the helicopter has lifted off the helideck, the helideck crew must be required to standby in the vicinity of the helideck for a minimum of five minutes, in case the helicopter is required to return for any reason. If the pilot notifies the Radio Operator or HLO he has departed the area the wait time is not required.

10.6.9.8 HLO Duties with Helicopter Landed - Engine Shutdown

After the helicopter has landed, the HLO must ensure that no person approaches the helicopter until the pilot has given the all-clear signal. The helideck crew must chock the wheels of the aircraft as directed by the pilot, if required.

Normally, passengers remain onboard until shutdown. After the aircraft rotor system has come to a complete stop the passengers must be offloaded.

Tie-down straps that are onboard the aircraft may be used to restrain the helicopter at the discretion of the pilot.

10.6.9.9 HLO Duties during Helicopter Start

Prior to start, the pilot must remove the airframe and rotor tie-downs, if installed. The pilot is responsible for removal of the complete tie down kit and cannot transfer that responsibility to the HLO or helideck crew. The HLO must deliver the outbound manifest to the pilot, the helideck crew must load the cargo, and if requested by the pilot, the passengers and their baggage.

When accelerating the main rotor severe blade flapping can occur and in the extreme case the blade tips can dip to near ground level. Personnel must never enter the rotor disc area whenever the pilot is starting up the rotor.

The HLO must:

- Clear the helideck area of all personnel except those necessary for flight operations.
- For engine start, ensure that a helideck crew member is standing by in view of the pilot. He should be on the same side of the aircraft as the engine being started and have a fire extinguisher in the proximity as a precaution in case of an engine fire during startup.
- Ensure the helideck crew members, who are not required, are clear of the helideck.
- Watch for the pilot's signal he is ready to start. The HLO ensures that all personnel are ready for the engine start and instruct the pilot it is acceptable to begin the start procedures.
- Following a successful engine start the crewman must proceed to the opposite side with the fire extinguisher for the next engine start. Once both engines are started, the helideck crewman acting as fire monitor must clear the helideck.
- With the Pilot's permission, passengers must be escorted to the aircraft by the appointed Helideck Crewman and must board as previously stated. Passengers may be loaded prior to the engine start with the Pilot's approval.
- When the passengers and baggage are loaded onboard the helicopter, the HLO must ensure that a helideck crew member checks the general condition of the aircraft for straps, etc. hanging out the doors, cowlings open, doors secure (baggage compartment(s) and cabin door(s)) and no visible oil or fuel leaks. The HLO must confirm the pilot is ready for departure by verifying the anti-collision light has been turned on and thumbs up given.
- The HLO must clear the helideck of all personnel, except the helideck crew member who removes the chocks, if required.
- The HLO must advise the pilot that the helideck is clear for takeoff and must give the all clear signal before standing clear of the area.

After the aircraft is confirmed safely clear of the installation and the requisite standby period has elapsed, the HLO may stand the helideck crew down, and perform the following actions:

- Open all barriers to the helideck.
- Ensure that all monitors are left ready for use.
- All equipment used during the helicopter operation has been secured and any corrective action taken.
- Verify that the fuel pumps have been stopped and fuel switches are in the OFF position.

10.6.10 Helicopter Landing to Center of Aiming Circle

Pilots are required to land, takeoff, load and unload passengers, refuel, and shut down in the center of the aiming circle.

- If the helideck landing area is restricted due to operational restrictions or hazards, the aircraft must be landed in the center of the available landing area.
- Exceptions may be taken by the Helicopter Pilot when wind conditions, operational restrictions or other conditions, other than convenience, dictate a safer course of action is required. (For example, when wind conditions adversely affect setting the helicopter down on a heading other than directly into the wind and would result in the tail rotor restricting a stairwell or refueling point during rapid refueling operations.)

10.6.11 Weather Limitations

Weather criteria for routine operations is generally considered water temperature more than 50°F, maximum winds speed less than 40 knots, maximum wind gust less than 15 knots, ceiling greater than 300 feet, visibility greater than 2 miles (unless the flight is filed and flown under instrument rules), and wave heights less than 10 feet. Operations outside these general parameters may be conducted after a review by the flight originator (requestor), Aviation Service Provider, pilot conducting the flight, and the Aviation Team Lead.

Although it is possible for a helicopter to take off with higher conditions, for the safety of passengers and the helideck crews, all helicopter operations are normally suspended if the wind speed across the helideck exceeds 60 knots.

The pilot has ultimate responsibility for determining the weather limitations under which he operates with due regard to the safety of crew, passengers and helicopter.

Mobile Installations and surface vessels have additional limits for helicopter operations in poor weather due to their inability to provide a stable landing platform.

10.6.12 Operations during Adverse Weather Conditions

Adverse weather can be defined as environmental conditions that may affect people or equipment. The ability to safely recover personnel in the event of a helicopter incident may be adversely affected to such an extent that precautionary measures must be taken to safeguard the installation or to maintain a safe system of work.

It is a combination of factors, rather than one single weather condition, that determines whether the OIM or Installation Supervisor uses his discretion to suspend or postpone helicopter operations to the installation. These factors include cloud base, visibility (which can be affected by mist or rain), wind strength, sea state, and whether it is day or night.

Helicopter capability is not necessarily a limiting factor as helicopters can operate in storm force winds (60 to 80 knots), in reduced visibility and low cloud base.

However, helicopter operations may be restricted by wind speed, and the pitch and roll of the vessel (if applicable). The wind direction may result in localized gusts and turbulence that exceed helicopter capability. The pitch and roll may be excessive and cause the helicopter to rollover on the deck or be at risk of sliding on the helideck.

When considering the need to use a helicopter during periods of adverse weather, the OIM or Installation Supervisor should consult with the Aviation Team Lead to review the weather factors, the weather trends, and take into account the possible impact they might have on the resources, (fast rescue craft, offshore supply vessel, SAR, and nearby helicopters). The decision is made based on a combination of all these factors, including the business need for the flight. There must be no delegation of this responsibility.

When a National Weather Service (NWS) Weather Station is on the installation, the weather report must be passed to the Aviation Service Provider at least one hour before the scheduled departure time. These reports are to be provided three times a day except during periods of low weather. During these periods of low weather it should be provided each hour throughout the day until flight operation has been suspended. If additional weather reports are requested, they should be honored and a report prepared. In case of adverse weather conditions and a decision to postpone helideck operations, it is essential that the Aviation Service Provider and the Aviation Dispatcher be immediately informed. It is not intended that this guideline should ever be used to challenge a pilot's decision not to fly. It is, however, considered important that the OIM or Installation Supervisor has appropriate guidance and that he is able to make an independent assessment which could result in holding back a flight even when a pilot is prepared to go.

10.6.13 High Wind Operations – HLO Controlled Installation

When the wind speed is in excess of 40 knots, the HLO must report the conditions to the OIM or Installation Supervisor. The OIM or Installation Supervisor must then decide whether the helideck should be closed for normal operations, such as scheduled flights.

The stability of the helicopter on the deck must be considered during periods of high wind. The helideck crew must be aware of the increased risk of rotor imbalance (flap).

The helideck crew and all emergency equipment must be ready for any circumstance during adverse weather. The water or foam monitors are especially affected by high wind conditions and their effectiveness must be considered before allowing helideck operations.

The Helicopter Landing Officer (HLO) must brief passengers on the weather conditions, with emphasis on any special precautions.

During periods of high or gusting winds, where helideck operations are to continue:

- Sufficient helideck personnel who are familiar with helicopter operations must be assigned and assist in offloading passengers, baggage, and cargo. All passengers must be escorted clear of the helideck by a helideck crewmember.
- Prior to the arrival of the helicopter, the Radio Operator must advise the pilot that there will be controlled disembarking and embarking of passengers, due to the high winds across the landing area.
- The pilot must advise the passengers and they must remain in their seats until the baggage and cargo has been unloaded and loaded.
- Arrival cargo must be removed from the helideck and secured in a suitable area, off the helideck, until the helicopter has departed.
- Once the baggage and cargo have been transferred, passengers must be escorted to the muster area, or other suitable sheltered area.
- The outbound passengers are loaded and in their seats, with seat belts, and shoulder harness on, prior to loading the outbound baggage and cargo.
- Once the baggage and cargo have been loaded the helicopter may be cleared for departure.

10.6.14 Helicopter Refueling

10.6.14.1 Protective Clothing during Helicopter Fueling Operations

Correct personal protective equipment (PPE) is essential when dealing with fuel or fuel additives such as Prist. A fuel additive is normally mixed with the fuel during winter operations. When handling fuel with the winter additives the PPE should include a long sleeved garment, long rubber gloves and goggles. If summer fuel is being pumped the gloves and goggles are still considered required PPE. The person conducting the refueling operation must always stand upwind of the refueling activity, in case there is leakage from the fuel nozzle. In case of clothing being accidentally splashed with turbine fuel, the garments must be immediately removed and the affected area of the skin washed vigorously with soap and water.

Overalls or protective clothing made of synthetics such as nylon or polyester should not be used during helicopter refueling because in a fire situation when it burns the material melts and will stick to the skin. Fire Retardant Clothing (FRC) must be worn during helicopter refueling or fuel transfer operations.

10.6.14.2 Rapid Refueling Preparation before the Helicopter Lands

It is a common practice for helicopters to be refueled with engines running and rotors turning (also known as rapid refueling). During high wind and gusty wind conditions, the startup of the helicopter could be dangerous due to the flapping of the rotor blades when they are at low speed. Refueling the helicopter when the rotors are at high speed reduces the likelihood of rotor flap.

When inbound the pilot must pass the fuel requirements to the Radio Operator or HLO. On receipt of this information the HLO must ensure that the refueling crew carries out the following actions:

- Check the fuel system is fully functional and when the hose is pressurized to working pressure, no leaks are visible.
- Check the on line fuel storage tank holds sufficient fuel for the forthcoming refueling operation and its outlet valve is fully open. Ensure the stand-by tank is ready for changeover, if required.
- Ensure the fuel samples are available from any tank that may be used for the refueling operation. The HLO has previously carried out his daily fuel contamination checks in accordance with the helicopter fuel control check instruction (Refer to the Aviation Service Provider's fuel manual). The latest fuel sample, together with the up-to-date fuel quality records, must be available for inspection by the pilot. The HLO must have ready the daily fueling log sheet with the start meter reading entered in the appropriate column, if required.

10.6.14.3 Passenger Management during Rapid Refueling

During rapid refueling operations, all passengers must exit the helicopter. A nominated helideck crew member must guide the incoming passengers to the muster or reception area until completion of the rapid refueling operation. Once the rapid refueling process is complete and the equipment stowed the passengers may be escorted to the helicopter for departure.

During adverse weather conditions, the pilot and HLO may deviate from the passengers below deck procedure if conditions and safety warrants.

- If passengers are permitted on board during rapid refueling, they must remain seated, open the normal exit opposite the refueling process, keep conversation to a minimum, and be familiar with the emergency equipment and exit procedures in the event rapid departure from the aircraft cabin is required.

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SECTION 11
HELICOPTER EQUIPMENT STANDARDS

11. Helicopter Equipment Standards
11.1 Standard Equipment for Offshore Operations

Helicopters engaged in offshore passenger transport operations must have the following equipment.

Equipment Item	IFR Twin Engine	VFR Twin Engine	VFR Single Engine
Stabilization/autopilot	Required	Desired if available	Not required
Passenger PA (internal and external) System	Required	Required	Required
Electronic Passenger Briefing System	Required	Required	Required
ELT and pinger (locator)	Required	Required	Required
Mode C transponder	Required	Required	Required
Encoding Altimeter***	Required	Required	Required
Emergency flotation	Required	Required	Required
High intensity strobes	Required if available	Required if available	Required if available
Pulse lights	Required	Required	Required
Baggage compartment open light	Required	Required	Required
Mirror to view loading/unloading cargo/baggage	Not required	Required	Required
IVSI	Required	Required	Required
Radar Altimeter with AVAD*	Required	RADALT required AVAD preferred	RADALT required AVAD preferred
Life rafts capacity +50%**	Required	Required	Required
HEEL or exit lighting	Required if available	Required if available	Not required
Life Vests for each passenger	Required	Required	Required
Pilot life vest with EPIRB	Required	Required	Required
Upper torso restraint for pax	Required if available	Required if available	Required if available

Equipment Item	IFR Twin Engine	VFR Twin Engine	VFR Single Engine
Survival pack (Appropriate to route)	Required	Required	Required
TCAS or equivalent	Required	Required	Required
Weather radar	Required	Not required	Not required
Radio with BP frequency	Required	Required	Required
CVR	Required	Not required	Not required
HUMS, UMS, GVMS	Required if available	Required if Available	Eng monitoring required
ADELT	Desirable if available	Desirable if available	Desirable if Available
EGPWS	Required	Required if available	Desirable if available
GPS	Required	Required	Required
Cabin heater	Required	Required	Required
H_2S emergency breathing equipment	Required	Required	Required
Automatic flight locating equipment (Blue Sky, Outerlink, ADSB, etc.,)	Required	Required	Required

Heater (when temperatures may be lower than 50°F)
* Specific training program required for RADALT procedures
** Externally deployable, if available
*** Optional if Mode C transponder installed
**** Required for operations in H_2S prone area

Note: In some cases, equipment listed is neither available nor certified for some older aircraft types in use. In these cases, the Aviation Service Provider and BP must define the minimum standard for contracted aircraft acceptable to both parties.

11.2 HUMS Standard for Term Helicopters

The equipment requirements for helicopters include the availability of a Health and Usage Monitoring System (HUMS) or a Generic Engine and Vibration Monitoring System (GEVMS). These systems are required for helicopters on long term contract. Where helicopters are type-certificated for 10 seats or more, HUMS is required. Where they are type certificated for 9 seats or less, a GEVMS, if available, is acceptable. Absence of any of the techniques requires justification.

11.2.1. Health and Usage Monitoring System (HUMS)

Health and Usage Monitoring System (HUMS) means the equipment, techniques, and procedures by which incipient failure or degradation of the helicopter rotor and rotor drive system components can be determined. The monitoring techniques include vibration monitoring of the following, using a combination of spectrum analysis and advanced diagnostic (proprietary signal processing) techniques. It includes a diagnostic capability for every component in the drive train:

- Engine to main gearbox input drive shafts
- Main gearbox shafts, gears and bearings
- Accessory gears, shafts and bearings
- Tail rotor drive shafts and hanger bearings
- Intermediate and tail gearbox gears, shafts and bearings
- Main and tail rotor track and balance
- Engine health

11.2.2. Generic Engine and Vibration Monitoring System (GEVMS)

Generic Engine and Vibration Monitoring System (GEVMS) means the equipment, techniques and/or procedures by which the following systems are monitored using simple vibration monitoring and spectrum analysis techniques, and includes relevant exceedance monitoring:

- Engine to main gearbox input drive shafts
- Main transmission
- Tail rotor drive shaft
- Tail rotor drive shaft bearings
- Main and tail rotor balance
- Engine health

11.3 New Aircraft Types

New generation aircraft types with glass cockpit displays and integrated avionics are categorized into Heavy/Medium Twin and Light Twin categories. All new Light Twin aircraft (EC135, Bell 427) are required to be fitted with a Single Pilot IFR equipment package regardless of the flight conditions or number of pilots on board. Heavy and Medium Twin aircraft are all fitted with an integrated IFR package on delivery from the manufacturer.

An additional crew member may be required during introduction of the S-92. This crew member would be an A&P, and act as an assistant HLO, and possible future duties in a SAR function.

11.4 Aircraft Equipment Listing

11.4.1. S92 Equipment Listing for Term Helicopters

Contained with Contract Specifications

11.4.2. S76C+ Equipment Listing for Term Helicopters

Contained with Contract Specifications

11.4.3. SAS Equipment Listing for Term Helicopters

11.4.3.1 Airframe

Cabin door to permit winching operations in the SAS role.

High intensity strobe lights in addition to the anti collision beacons, one on each side and a rear light on the tail of the aircraft.

Alternating pulsating on/off landing lights.

Main Rotor Blades with alternating contrasting colors for high visibility.

Auxiliary fuel tank

Cabin and cockpit ventilation

Cockpit and cabin heating

Passenger seats equipped with upper torso restraints.

Emergency Floatation System, or equivalent level of safety.

Two portable Fire Extinguishers with face gages (meet OEM and Type Certification requirements).

Water proof cabin floor, to the extent practical.

Airframe and engines Health Utility Monitor System HUMS or Equivalent

Hardware and software to enable satellite flight following and tracking to be carried out via the internet and ground based PC's (Blue Sky or equivalent).

Rescue Hoist with approximately 300 feet of cable.

11.4.3.2 Avionics Navigation, and Communications

Intercom for pilots and SAS crewmembers

Passenger Briefing Intercom with Chimes Alert.

Flight crews to be provided personal head sets and microphones.

Flight Management System with GPS integration

Four (4) Axis coupled auto pilot Integrated with SAS requirements to include SAS AFCS and Crew Hover Trim Control.

Automatic Approach to Hover and Automatic departure capability.

Dual VHF Transcievers

Dual VOR with DME, ILS and Marker Beacons Recievers

ADF

Transponder with Mode C or S

Provide Primus Color Weather Radar (701 or equivalent)

Traffic Collision Avoidance System (TCAS) or equivalent

Stand by Airspeed, Altimeter, and Attitude Indicator

Radio Altimeter with 2nd alert of minimum decent Altitude

VHF//AM/FM radios - Marine Channels and Company Frequency with guard reciever.

Iridium Satellite Phone

Cockpit Voice Recorder

Flight Data Recorder

Aproach plate holders (lighted)

One (1) ea. ELT to GPS interface for COPAS/SAR SAT ELT connection.

One ELT with 406 MHz Satellite capable "G" activated with remote switch coupled to Helicopter GPS ARINC output.

Forward Looking Infrared Radar (FLIR) integrated to SCAS/SAS

SAS automatic Flight Control System Coupled to UNS and AFCS

VHF Homer for SAS operations

Loud Hailer

11.4.3.3 Miscellaneous Special Air Services (SAS) Equipment

Water proof Wireless Intercom for Sea Rescue Crew Specialist

Cable cutters

Guide line ropes

Graphically illustrated Passenger Briefing Cards for each seat location

Disposable foam ear protectors shall be available.

All necessary personnel rescue harness, and SAS specialist suit and harness.

Two Stokes litters, to be used for Hoist/Winch operations and the supply of two litters per aircraft for SAS Readines kit.

Medical, Defibrillator, and Oxygen Kits complete with racks or secure storage.

Thermal blankets

Sea dye and smoke markers

Rescue hoist spot light

Night Sun Search light with additional pendant for SAS Crew member station.

Night Vision Goggles (NVG), to be provided within specification of contract at a later date.

Winch assembly docking station dolly that promote fast installation and conversion of helicopter to SAS configuration

Spare Winch with replacement cable.

Flight crews to be provided personal Switlik Life Vest Jackets (or equivalent), each containing a dual chamber life vest, Emergency Position Indicator Radio Beacon (EPIRB), Beacon light and Hypothermia bag.

Passenger or rescued personnel with one dual chamber Life Vest complete with Light, plastic bag, and Whistle. All life vests shall be protected by an outer jacket to prevent damage and deterioration.

Two (2) life rafts capable of 50% over capacity for all helicopter occupants.

SECTION 12

DESIGN AND MAINTENANCE: HELIPORTS and HELIDECKS

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SECTION 12

DESIGN AND MAINTENANCE: HELIPORTS and HELIDECKS

12. Design and Maintenance: Heliports and Helidecks

12.1 Design Heliports (Onshore):

12.1.1 Primary Heliport

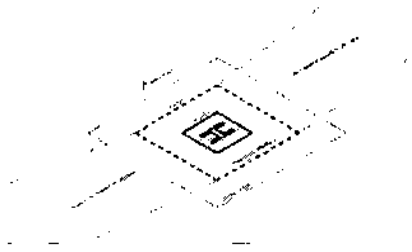
The heliport shall have a designed takeoff and landing area that is a hard surface strip which includes the protected rejected takeoff and landing area. The length of the strip shall be long enough for the largest helicopter anticipated working from the heliport. The air strip hard surface shall be three times the width of the landing gear for the largest helicopter anticipated. A protected zone with no obstruction above six inches shall be maintained fifty feet either side of the hard surface centerline. The strip shall be connected with taxi ways to the primary passenger drop point and maintenance facility. All parking spaces and passenger loading zones shall be hard surface.

Design criteria are available in the Federal Aviation Administration Advisory Circular AC150/5390-2B. The advisory circular (AC) provides recommendations for heliport design and describes acceptable requirements to develop a heliport (Additional guidance may be found in ICAO Annex 14 Aerodromes, Volume I and II.)

12.1.2 Remote Heliports

Design criteria are available in the Federal Aviation Administration Advisory Circular AC150/5390-2B. The advisory circular (AC) provides recommendations for heliport design and describes acceptable requirements to develop a heliport (Additional guidance may be found in ICAO Annex 14 Aerodromes, Volume I and II.)

The heliport consists of a touchdown and lift-off area (TLOF) surrounded by a final approach and takeoff area (FATO). A safety area is provided around the FATO. Table 12.1.2 shows how the minimum recommended Safety Area width varies as a function of heliport markings.



Heliports recommended Safety Area:	1/3 RD but not less than 20 ft (6 m)	1/3 RD but not less than 30 ft (9 m)	½ OL but not less than 20 ft (6 m)	½ OL but not less than 30 ft (9 m)
TLOF perimeter marked:	Yes	Yes	No	No
FATO perimeter marked:	Yes	Yes	Yes	Yes
Std. H marking:	Yes	No	Yes	No

Table 12.1.2 Minimum VFR Safety Area Width as a Function of General Aviation Heliport Markings

OL: Overall length of the design helicopter

RD: Rotor diameter of the design helicopter

The FATO should not be marked if (a) the FATO (or part of the FATO) is a non-load bearing surface and (b) the TLOF is elevated above the level of a surrounding load bearing area.

12.1.3 Heliports Rejected Takeoff Area

All heliports have a rejected takeoff area or flyway to allow for helicopter landing in the event of an aborted takeoff or return for malfunction.

The length of the flyway varies by model helicopter, its gross takeoff weight, and the prevailing density altitude. These performance parameters are published in applicable helicopter operator's manual.

Where possible, the rejected takeoff area is paved or compacted surface that sustains the weight of the helicopter in the event of a run on landing.

12.1.4 Heliports Fire Protection Equipment

The principal objective of a rescue fire fighting service is to save lives in the event of an aircraft accident or incident. Important factors affecting rescue in a survivable aircraft accident are standard of emergency training of personnel, the availability and effectiveness of their equipment, and the speed with which an emergency response can be affected.

A portable fire extinguisher (at a minimum) is provided for each landing area, parking area, and fuel storage area, and the equipment is tagged with the latest inspection or due date.

Sufficient fire fighting equipment is stationed on the heliport to affect rescue and not necessarily put out the fire. Local ordnances are followed or those suggested in NFPA 418 or ICAO Annex 14.

12.1.5 Heliport Rescue Equipment

All heliports are provided with a crash box with at least the following components.

- Adjustable spanner 10 inches
- Rescue axe (small non-wedge or aircraft type)
- Bolt cutters, approximately 24 inches
- Crowbar, approximately 3.5 feet
- Grab hook or salving
- Hacksaw, heavy duty, with 6 spare blades
- Blanket, fire resistant
- Two aluminum step ladders (each 6 to 8 feet long), to allow access to casualties in an aircraft on its side
- Life-line 1/2 in x 50 ft in length
- Pliers, side cutting
- Set of assorted screwdrivers
- Harness knife with sheath (required for each helideck crew member)
- Gloves, fire resistant (required for each helideck crew member)
- Lifeline and rescue harness (either terylene rope or a purpose made harness for lifting out survivors)

12.1.6 Heliports Weather Requirement

All onshore heliports have a weather reporting station that is capable of reporting winds-direction and speed, ceiling, visibility, temperature, and barometric pressure.

The equipment is calibrated annually or as per manufacturer recommendations and instructions.

12.2 Helideck Design (Offshore)

The Gulf of Mexico helideck and its safety features are designed in accordance with the requirements of American Petroleum Institute (API) Recommended Practice 2L, API RP2L1, and the "Gulf of Mexico (GoM) Contract Aircraft Guidelines". However, in an effort to upgrade the design of the deepwater installation Aviation Logistics should be consulted in the early design stage. Cap 437 is utilized in the North Sea and many of the design criteria are translated to the Gulf of Mexico for implementation in the overall installation design.

The design criteria given in the following paragraphs represent the current best information available and should be applied to new installations, significant modifications to existing installations, and to combined operations (where a mobile platform or vessel is operating in close proximity to another installation). In the case of multiple platform configurations, the design criteria should be applied to the arrangement as a whole.

12.2.1 Helideck Dimension and Weight Requirements

This Section provides guidance on the physical characteristics of helicopter landing areas (helidecks) on offshore installations and vessels. Where helideck markings are required, such markings should state for each helicopter landing area the maximum size of helicopter in terms of D-value for which that area is certificated and verified with regard to strength and size in accordance with these requirements. Where these criteria cannot be met in full for a particular size of helicopter, a waiver may be issued after consultation with the Aviation Service Provider on any operational restrictions that may be considered necessary in order to compensate for deviations from these criteria. Aviation Logistics will inform the Aviation Service Provider and OIM/Installation Supervisor of any restrictions.

The following list is not all inclusive and consultation should be made with the Aviation Team Lead for values for additional helicopters.

Helicopter Type	D-Value (Feet)	Marking (Feet)	Rotor Diameter	Max Weight	Marking (Pounds)
BO105	39.36'	39	32.25'	5,511	6
EC135	39.90'	40	33.50'	6,400	6
BH407	41.75'	42	35.00'	5,250	5
AS350	42.60'	43	35.10'	4,960	5
BH206L	42.75'	43	37.00'	4,450	4
S76C+	52.48'	52	44.00'	11,700	12
BH412	56.17'	56	46.00'	11,900	12
AS332L2	63.96'	64	53.17'	20,502	21
S92	68.49'	68	56.32'	26,300	26
S61N	72.80'	73	62.00'	20,500	21

12.2.2 Approach-Departure Area

All new helidecks or those undergoing major renovation, that include engineering design changes, should be designed to accommodate the largest helicopter anticipated for use during the life of the structure.

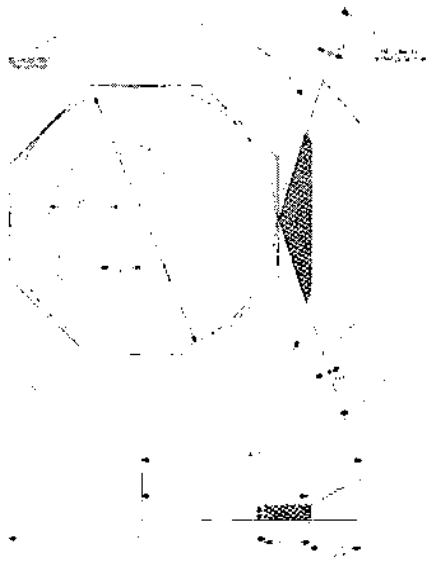
From the helideck outer edges, on a 180° splay of the approach and departure sectors, there shall be no fixed obstacles outside the 5:1 falling gradient.

The helideck shall have takeoff and approach paths selected to provide the most advantageous line of flight to and from the helideck. The area around the helideck is divided into sectors for the purpose of determining obstruction clearance requirements.

The 210 degree sector is a horizontal plane whose point starts on the periphery of the deck, through which no obstacles exist above the deck level, other than items such as lights or safety net/shelf.

The 180 degree sector is an arc within the 210 degree sector, which requires an obstacles free surface with a falling gradient commencing from the edge of the helideck. The point of origin for the arc is the center of the helideck.

The 150 degree sector is an obstacle sector whose origin is the reference point of the 210 degree sector and subtends the 150 degree arc not covered by the 210 degree sector. This sector is obstacle free from the center of the deck to a distance of .83D times the overall length of the largest helicopter for which the deck is intended.



Prior to final plans for a new build or major modifications the Aviation Safety Advisor or Aviation Assurance Advisor should be consulted. These helidecks should confirm local guidance from API, USCG, Gulf of Mexico (GoM) Contract Aircraft Guidelines, or ABS, as appropriate.

12.2.3 Temporary Installation or Vessel in Close Proximity

For 'temporary combined operations' of two installations in close proximity, where one mobile installation or vessel (e.g. a flotel) is operated in close proximity to a fixed installation, the effect of environmental or surrounding conditions of one installation (or vessel) on the other installation (or vessel) should be fully considered. For example, this assessment should consider the effect of the turbulent wake from one platform impinging on the helideck of the other, and of any hot or cold gas exhausts from one installation or vessel influencing the approach to the other helideck. On occasion, there may be more than two installations and/ or vessels in 'temporary combined operations'. In this case, the effect of turbulent wake and hot/cold gas exhausts from each installation or vessel on all helideck operations within the combined arrangement should be considered, as well as the effects of any other environmental or surrounding conditions.

NOTE: In respect of 'temporary combined operations' there are a number of other considerations that may need to be addressed. These include, but may not be limited

to, the effect of temporary combined operations on helideck obstacle protection criteria. Consult with the Aviation Team Lead for additional criteria.

12.2.4 Safety Shelf

Safety nets or shelf for personnel protection shall be installed around the landing area except where adequate structural protection against falls exists. The netting used should be of a flexible nature and be manufactured from non-flammable material, with the inboard edge fastened level with, or just below, the edge of the helicopter landing deck. The net itself should extend 5 feet in the horizontal plane and be arranged so that the outboard edge is slightly above the level of the landing area, so that it has an upward and outward slope of at least 10°. If a safety shelf is used, wire fencing should be attached on top of the shelf, for passenger safety.

The net should be strong enough to withstand and contain, without damage, a 200 pound weight being dropped from a height of 3 feet. A safety net designed to meet these criteria should not act as a trampoline giving a 'bounce' effect. Where lateral or longitudinal center bars are provided to strengthen the net structure they should be arranged and constructed to avoid causing injury. The ideal design should produce a 'hammock' effect which should securely contain a body falling, rolling or jumping into it, without injury. When considering the securing of the net to the structure and the materials used, care should be taken that each segment will meet adequacy of purpose considerations.

The safety net should not be constructed of Polypropylene since it deteriorates over time; various wire meshes have been shown to be suitable if properly installed.

12.2.5 Helideck Surface, Markings and Paint Scheme

The landing area should have an overall coating of non-slip material and all markings on the surface of the landing area should be made with the same non-slip materials. Use of a manufacturer's approved helideck paint with incorporated non-slip material is preferred. While extruded section or grid construction aluminum decks may incorporate adequate non-slip profiles in their design, it is preferable that they are also coated with a non-slip material unless adequate friction properties have been designed into the construction. It is important that the friction properties exist in all directions. Painting over friction surfaces on such designs may compromise the friction properties.

The suggested paint scheme for BP helidecks is shown below:

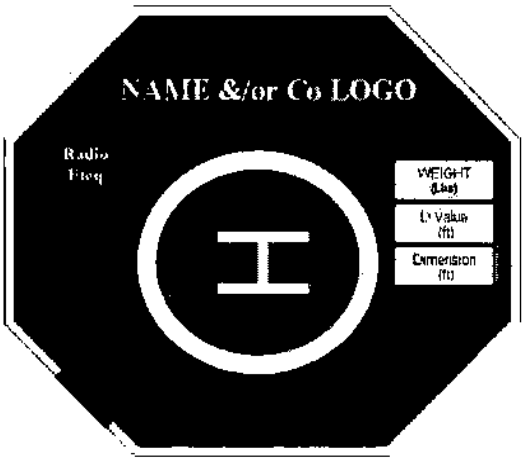


Figure 12-1

The primary helideck surface should be painted with helideck approved dark gray or dark green color paint with designated or contrasting colors for other markings. Example: the aiming circle shall be yellow non skid helideck paint.

The helideck area is painted with a nonskid coating that has contrasting markings and an aiming circle a minimum of twenty feet diameter and sized dependent on the largest helicopter type to service the installation. The maximum allowable weight, D Value, and dimensions must be marked in feet (to nearest foot) and pounds (to the nearest thousand pounds) on the inboard edge of the landing area. All markings are made with nonskid helideck paint with recommended coloring of red numerals on a white background.

The helideck nonskid helideck paint should provide sufficient surface friction to allow helicopter operations without a helideck landing net. Ideally the surface friction should have a friction measurement rating of 0.7 μ. Rope nettings or similar devices are not permitted on the landing surface.

Proper markings are critical in providing accurate helideck information to the pilot and are important in providing proper visual cues for the approach. Helideck markings for the perimeter, weight limitation/size, landing circle, "H", stairwells, etc. are prescribed in API RP 2L, API RP 2L1, and the "Gulf of Mexico (GoM) Contract Aircraft Guidelines". Any markings that are missing, faded, or obstructed by bird guano should be reported and repairs affected as soon as possible.

The installation name (which may include the block number) should be marked on the helideck surface between the origin of the obstacle-free sector chevron and the aiming circle in symbols not less than 4 ft (1.2m) high in a color (normally white or yellow) which contrasts with the helideck surface. The helideck should be

illuminated at night or during low visibility conditions to make the logo and frequency clearly visible to the pilot.

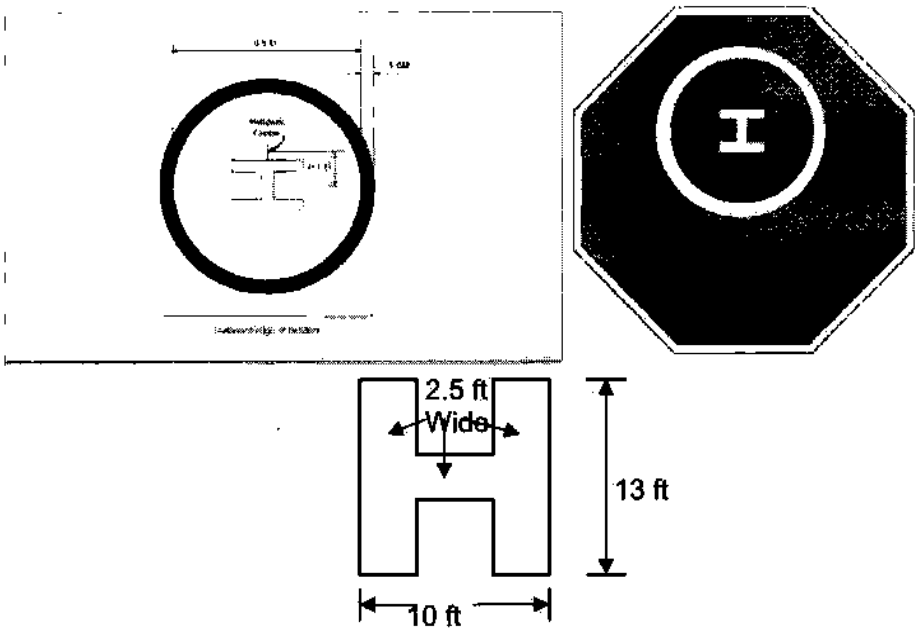
The installation radio aviation frequency may be identified on the helideck using symbols not less than 3 ft (0.9m) high in a color that contrasts with the helideck surface.

12.2.6 Aiming Circle

An aiming circle or touchdown marking shall be provided. The aiming circle shall be located so that when operating a helicopter whose size is equal to or less than the D value of the helideck, with the pilot's seat is over the markings, the undercarriage will be inside the load bearing area and all parts of the helicopter will be clear of any obstacles by a safe margin.

The marking should be a yellow circle with an inner diameter of 0.5 of the D-value of the helideck and a line width of three feet (1m). In order to achieve an increased safety margin for tail rotor clearance, its center should be displaced 0.1D from the center of the D-circle towards the outboard edge of the helideck, along the bisector of the obstacle-free sector. On smaller helidecks with a D-value up to and including 52 feet (16m) and for bow-mounted helidecks on vessels, there is a case for making the aiming circle concentric with the helideck center to ensure maximization of space all round for safe personnel movement and optimization of the visual cueing environment.

A white "H" should be marked co-located with the aiming circle with the crossbar of the "H" lying along the bisector of the obstacle free sector. See details below.



Helicopter Type	D-Value (Feet)	Aiming Circle Inside Diameter (Feet)
BH206L3	42.75'	21.35'
BH407	41.75'	20.88'
BO105	39.36'	19.68'
EC135	39.90'	19.95'
BH412	56.17'	28.05'
S76C+	52.48'	26.24'
S61N	72.82'	36.41'
AS332L2	63.96'	31.98'
S92	68.49'	34.25'

Note: Partial helicopter listing from API RP 2L

12.2.7 Egress Routes

There should be a minimum of two access/egress routes to the helideck. The primary access should lead to a depressed waiting area at least seven feet below the elevation of the helideck surface. The arrangements should be optimized to ensure that, in the event of an accident or incident on the helideck, personnel will be able to escape upwind of the landing area. Adequacy of the emergency escape arrangements from the helideck should be included in any evacuation, escape and rescue analysis for the installation, and may require a third escape route to be provided.

12.2.8 Wind Indicators

A minimum of one windsock/indicator should be provided which is visible by day or night to the pilot on his final approach to landing. It should be situated in accordance with the required obstruction clearances and should give a clear indication of the direction and speed of the wind blowing across the helideck. Typically the best location for wind indicators is on the highest point on the crane. In situations where obstructions block wind flow, a secondary windsock may be required.

The wind direction indicator should be illuminated where night flights are anticipated. This lighting should not be a hazard to flight. Consideration should be given to additional automated/electronic wind speed and direction indicating equipment.

Recommended size for windsock is four feet in length, with a large opening size of approximately fourteen inches and exit size of eight inches.

12.2.9 Pitch, Roll and Heave Reporting Device

All floating facilities must have the ability to provide Pitch, Roll, and Heave (PRH) to pilots prior to landing or take off.

A method of measuring PRH shall be available and a means provided to transmit that data to flight crews prior to landing. The accelerometers for such measurements should be located as close to helideck level and centerline as possible to provide accurate readings. The accelerometer readings may be processed by sophisticated software that can produce accurate helideck level measurements of PRH regardless of the accelerometer location. Provided the system is operational, and these calculations can provide accurate output of the helideck PRH movements, they may be used for pilot information. The software should have the capability to record historical data. Details should include the largest single cycle in the preceding 10 minutes.

12.2.10 Helideck Drainage, Collection and Guttering

Every landing area should be equipped with adequate surface drainage arrangements and a free-flowing collection system that will quickly and safely direct any rainwater and fuel spillage and/or fire fighting media away from the helideck surface to a safe and secure place.

A system of guttering or a slightly raised curb should be provided around the perimeter to prevent spilled fuel from falling on to other parts of the installation and to conduct the spillage to an appropriate drainage and collection system. The capacity of the drainage and collection system should be sufficient to contain the maximum likely spillage of fuel on the deck. The calculation of the amount of spillage to be contained should be based on an analysis of helicopter type, fuel capacity and typical fuel loads. The design of the drainage and collection system should prevent blockage by debris. The helideck area should be properly sealed so that spillage will only route into the drainage and collection system.

12.2.11 Helideck Nets

Helideck nets are not normally utilized in the Gulf of Mexico because of the predominance of skid type helicopters. Helideck nets are used on floating facilities that may be subject to significant pitch, roll, and heave movements or in hostile climates. In the event a helideck net is utilized, the grid size, area, and number of securing points should be determined with due consideration given to the largest helicopter the helideck is designed to accommodate. Grid or rope net-covered helidecks are hazardous for skid-type landing gear and should not be used in such cases. Prior to conducting operations on helidecks with a rope net, a review must be conducted by the Aviation Assurance Advisor.

12.2.12 Turbulence, Temperature Change, and Raw Gas

Turbulence airflow across the landing area can be caused by wind flow around adjacent structures and from exhausts such as gas turbines, which can also cause a temperature rise. Contact the Aviation Team Lead, OIM, or Installation Supervisor for an immediate assessment if concerns or issues with turbulence or temperature rise on a particular helideck are reported or suspected. Advise the Aircraft Captain prior to landing or taking off the nature of the turbulence or temperature rise for imminent helicopter operations.

When considering the volume of airspace to which the following criteria apply, installation designers should review the airspace up to a height above helideck level which should accommodate the helicopter landing and take-off decision points or committal point. This is deemed to be up to a height above the helideck corresponding to 30 ft plus wheels-to-rotor height plus one rotor diameter.

All new build offshore helidecks, modifications to existing topside arrangements which could potentially have an effect on the environmental and surrounding conditions around an existing helideck, or helidecks where operational experience has highlighted potential airflow problems should be subject to appropriate wind tunnel testing to establish the wind environment in which helicopters will be expected to operate. As a general rule, the vertical mean wind speed above the helideck should not exceed 1.75 Knots for a wind speed of up to 48.6 Knots. This equates to a wind vector slope of 2°. The Aviation Team Lead should be informed at the earliest opportunity of any wind conditions for which this criterion is not met.

If significant heat sources are on the installation or vessel, there should be commissioned a survey of ambient temperature rise based on a Gaussian dispersion model and supported by wind tunnel tests for new build helidecks, modifications to existing topside arrangements, or for helidecks where operational experience has highlighted potential thermal problems. When the results of such modeling and/or testing indicate that there may be a rise of air temperature of more than 2°C (averaged over a 3 second time interval), the Aviation Team Lead should be consulted at the earliest opportunity so that appropriate operational restrictions may be applied.

Turbulence around platforms is one of the largest sources of workload and presenting the largest safety risk of all aspects of offshore helicopter flight operations. A suggested turbulence criterion has therefore been developed which stipulates a limit on the standard deviation of the vertical airflow velocity of 2.4m/s.

Concentrations of hydrocarbon gas within the helicopter operating area above 10% Lower Flammable Limit (LFL) have the potential to cause helicopter engines to surge or flame out with the consequent risk to the helicopter and its passengers. Installations should have in place a management system which ensures that all helicopters in the vicinity of any releases are immediately advised to stay clear.

12.2.13 Obstacles and Hazards

No obstacle should be permitted to protrude through the obstacle free surfaces (210-degree sector). However if this is unavoidable, restricted operations may be conducted on limited headings or by smaller helicopters after risk analysis and mutual consent of Aviation Service Providers and Aviation Assurance Advisor. The origin of the 210° obstacle free sector (OFS) for approach and take off should be marked on the helideck by a chevron. Each leg of the chevron shall be a minimum of 2.5 ft long and 1 ft (0.3m) wide, forming an angle that indicates the direction of the limits of the sector. The chevron shall be marked in a conspicuous color.

The area in which obstacle are permitted to limited heights is the area sector opposite of the 210° sector and its width is 150°. Items above the helideck surface in the obstacle free sector must be frangible and not exceed a height of two inches above the elevation of the helideck surface. Obstacles in the obstacle area if on the helideck edge must be frangible, but if beyond on that sector are not required to be frangible.

12.2.13.1 Examples Helideck Hazards

12.2.13.1.1 General Hazards

A general hazard caused by inadequate surface friction for the landing gear. This can be caused by any of the following:

- excessive bird droppings causing the helideck to be slick
- inadequate grit in surface paint
- worn metal surfaces

Lack of an efficient wind indicator (wind socks are preferred as they provide relative wind speed)

Inadequate visual cues present as a result of lack of markings, non-standard markings, or obscured/faded markings. API RP 2L, API RP 2L1, and the Gulf of Mexico (GoM) Contract Aircraft Guidelines provides details on the recommended markings.

12.2.13.1.2 Landing Gear Hazards

Landing gear hazards include anything that could snag the aircraft landing gear. This could be anything that is raised above the helideck landing surface. Examples:

- Raised tie-down points
- Deck plates with raised edges
- Any portion of a bolt or fastener that protrudes above the surface
- Uneven helideck surfaces
- Obstructions around the helideck perimeter exceeding 2 inches in height
- Fuel system hoses that are not properly relocated off the helideck or pipes to hold fuel system nozzles.

12.2.13.1.3 Tail Rotor Hazards

Tail rotor hazards include anything above two inches in height. This typically would be anything outside the helideck surface perimeter such as lights, safety fence, etc.; but can include other items such as:

- Sections of safety fence that may be well above helideck level
- Fire extinguishers, or fuel system containers, etc above deck level.
- Raised stairwell handrails (some installations have railings / handrails that can be raised/lowered).
- Obstructions around /outside the helideck perimeter exceeding 2 inches in height.

12.2.13.1.4 Main Rotor Hazards

Main rotor hazards include anything that extends through or outside the allowed obstacle gradient and sector. Generally, main rotor obstacles would be anything above four feet in height. Examples:

Wind indicator masts and socks

Crane booms

Obstructions outside the helideck perimeter which exceed four feet in height.

12.2.14 Helideck Fire Protection and Crash Box Equipment

12.2.14.1 Helideck Fire Protection

Helideck fire protection should be considered in the platform fire protection system, and consistent with NFPA/USCG/API guidance. Appropriate fire protection equipment as stated in the references should be available to service the helideck.

12.2.14.2 Helideck Crash Box

All manned helidecks are provided with a crash box with at least the following components.

- Adjustable spanner 10 inches
- Rescue axe (small non-wedge or aircraft type)
- Bolt cutters, approximately 24 inches
- Crowbar, approximately 3.5 feet
- Grab hook or salving
- Hacksaw, heavy duty, with 6 spare blades
- Blanket, fire resistant
- Two aluminum step ladders (each 6 to 8 feet long), to allow access to casualties in an aircraft on its side
- Life-line 1/2 in x 50 ft in length
- Pliers, side cutting
- Set of assorted screwdrivers
- Harness knife with sheath (required for each helideck crew member)
- Gloves, fire resistant (required for each helideck crew member)

- Lifeline and rescue harness (either terylene rope or a purpose made harness for lifting out survivors)

12.2.15 Helideck Lighting

For night use, green perimeter lights should be utilized to delineate the helideck. Red lights should be used within the obstruction sector. The perimeter lights should be uniformly spaced at intervals of not more than ten feet and a minimum number of four lights each side including a light at each corner.

12.2.15.1 General Lighting

Adequate shielding should be used on any floodlighting that could disorientate the pilot during an approach for landing.

An emergency power supply should provide power to the perimeter and obstruction lighting and to lighting along the helideck access and egress routes.

12.2.15.2 Perimeter Lights

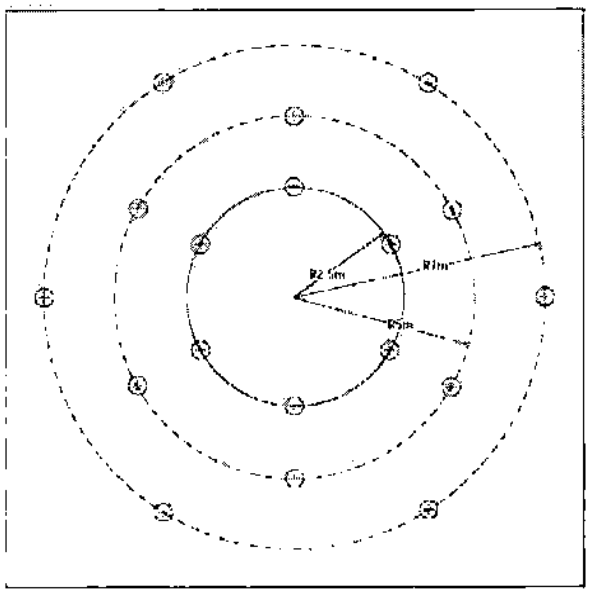
Perimeter lights should be outboard and adjacent to the helideck and should not protrude more than two inches above the deck surface. They should be guarded with frangible lenses, preferably plastic (no metal guards), have no exposed wiring, and be located so as not to be an obstruction. Any inboard lighting should be flush mounted.

12.2.15.3 Obstruction Lights

Obstructions that are not obvious should be marked with omni-directional red lights as prescribed in API RP 2L, API RP 2L1, and the "Gulf of Mexico (GoM) Contract Aircraft Guidelines". Where the highest point on the platform exceeds the elevation of the helideck by more than 50 feet (15 meters), an omni-directional red light should be fitted at that point; with additional such lights fitted at 35 feet (10 meters) intervals extending to the elevation of the helideck

12.2.16 Helicopter Tie Downs

Set around the helicopter landing area is a series of recessed tie-down points to permit a helicopter to be secured.



12.2.17 Helicopter Parking Area

Some helideck structures incorporate an emergency parking area so that in the event of a non-serviceable helicopter, the helicopter may be repositioned clear of the helideck to allow clearance for a second helicopter landing. The parking areas shall be equipped with tiedown points to secure the helicopter.

12.2.18 Helideck Maintenance and Inspection

The offshore structures and vessels are surveyed on an annual basis to ensure their continued fitness to operate.

It is recommended that design plans for helidecks be routed through the aviation logistics prior to approval. The deck is inspected prior to commissioning, to ensure that the obstruction-free sector, nonskid paint surfaces, and so on. all meet requirements.

It is particularly important that helidecks and associated equipment receive regular maintenance and although, this is generally not difficult on manned installations, unmanned platforms in tropical climates suffer from rapid deterioration of the paint surface, which if not dealt with may flake off and present a hazard to personnel and to helicopter engines.

Aviation logistics will inspect all helidecks and supporting facilities annually. The helideck review should be used as a screening process for any proposed maintenance or fabrication that may affect the integrity of airspace or impinge on any aspect of the helideck operation.

12.2.18.1 Maintenance Review on Regular Basis

The following items detail areas that require particular attention on a regular basis, to ensure the helideck remains in a serviceable condition:

- Paintwork and markings must be legible, and the helideck and guttering kept clear of debris, oil, and grease.
- Obstacles must be marked and or lighted to be visible from the air (in accordance with API RP2L, API RP2L1, and the Gulf of Mexico (GoM) Contract Aircraft Guidelines).
- Access points must be kept clear of obstructions.
- Handrails that infringe the helideck obstacle-free area height limitation 2 to 4 inches must be of the collapsible or removable type and marked with obstruction markings (in accordance with API RP2L).
- A windsock or indicator easily observed from the air and erected in undisturbed airflow must be on-site. It must be illuminated for night landings.
- For wheeled helicopters, an appropriate set of chocks must be available on or near the helideck.

12.2.18.2 Example Helideck Inspection Checklist

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
1.0. GENERAL INFORMATION			
1.1. Type of Installation: Platform, Ship, Semi Sub, Jack-Up, Support Vessel, Barge, FPSO, Other (circle one)	Contact Name: Phone:		
1.2. Is the previous review report available?	Copy Avail? Yes or No Date: Discrepancies remedied? Yes or No		HSAC RP 2004-04 Annual
1.3. Location:	Lat: Long:		
1.4. Windsock: Windsocks are required for every platform and are recommended over metal wind indicators.	Lighting if used at night? Yes or No Condition: Location:		API 6.2 CFR 108.241(a)(1) IMO 13.5.
1.5. Fuel System: If available, should Maintained in accordance with HSAC RP 2004-003 and Checklist. Should not protrude above deck level?	Available? Yes or No Maintained per RP 2004-003? Yes or No? Below deck level? Yes or No		HSAC RP 2004-03 inspected annually as a minimum. API 6.1.
1.6. Weather Available? Minimal weather equipment is recommended for manned platforms. Pitch, roll, and heave required for floating facilities.	Yes or No Last Calibration:		API 6.2. Annual
1.7. Communications Available: Is the platform capable of communication with aircraft (required for manned platforms)?	Aviation VHF: Yes or No Company FM? Yes or No Freq:		HSAC RP 93-2
2.0. HELIDECK SURFACE:			
2.1. Shape and Dimensions: **2.1.1. Helideck Environment?**	Shape: Length: Width: Hostile or Non-Hostile? (Circle One)		API 4.7 API 4.2. & 4.7.

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
2.1.2. Size Consistent with Environment? Note - MODUs and floating facilities: the min size is 1.0 the rotor diameter for single main rotor helicopters and 0.9 x 0.75 the overall length of helicopter for tandem main rotor helicopters in the U.S. OCS (See 33 CFR 143.120 & 46 CFR 108.233). MODUs operating outside the U.S. OCS may be 1.0 the rotor diameter for single main rotor helicopters and 0.75 the overall length of helicopter for tandem main rotor helicopters in moderate climates, but must be 1.0 the overall length of helicopter for single main rotor helicopters and 0.9 the overall length of helicopter for tandem main rotor helicopters in adverse climates. (See IMO MODU Code 13.3.3.1 & 13.3.2.1).	Non-Hostile Manned 0.83D? Non-Hostile Unmanned 0.63 D, but no less than 27' x 27'? Hostile 1.0 D?		API 4.7 CFR 108.233(1) IMO 13.3.2-3
2.2. Obstacle Sectors:			API 4.6, 4.7.4.
2.2.1. Obstacle Free Sectors Consistent with Environment? No obstacles over 2-inches above deck surface in the obstacle free sector. **2.2.2. Obstacle Sectors Consistent with Environment?** Obstacle free from the center of the helideck to 0.83D. Non-Hostile Unmanned - not applicable, must be 360 obstacle free above deck. **2.2.3. Falling Sector Consistent with Environment?** No obstacles below the deck with a 5-1 falling gradient. Non-hostile environments, not applicable.	Non-Hostile /Hostile Manned - 210 degrees? Non-Hostile Unmanned - 360 degrees? Non-Hostile /Hostile Manned - 150 degrees (opposite the 210 degree sector)? Hostile Manned - 180 degrees?		API 4.6, 4.7.4. CFR 108.233(1) IMO 13.3.2-3 API 4.6 CFR 108.233(1) IMO 13.3.2-3 API 4.6.2 (2) CFR 108.233(1) IMO 13.3.2-3
2.3. Helideck Height Above Water (in feet):	Feet:		Industry Practice
2.4. Primary Color:	Color:		API 5.11.1

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
2.5. Surface Type and Condition: **2.5.1.** Surface free of excessive contamination (bird droppings, oil, etc.)? **2.5.2.** Surface and/or safety net should have no loose objects?	Wood , plywood, steel, aluminum, fiberglass, other (Circle one) Yes or No Yes or No		API 5.6
2.6. Surface Friction: All materials, covering, or coatings used to provide a nonskid surface and should be structurally fastened or bonded to the helideck.	Satisfactory or unsatisfactory skid resistance? Describe:		API 5.6 HSAC RP 93-3 CFR 108.235(d) IMO 13.3.4.
2.7. Supporting structure: Visual inspection for soundness of supporting structure under the helideck.	Adequate - Yes or No		Industry practice
2.8. Safety Fence/Shelf: Fence or shelf at least 5' wide (horizontally) around the perimeter of the helideck. The outer edge must not protrude above the level of the flight deck. Should support a minimum of 200 lbs. at any point. Note - CFR and IMO allow fence to be 6 inches above deck level for MODUs and floating facilities.	Describe: Wire Mesh/Polypropylene Adequate Size? Yes or No Condition: Above deck level?		API 5.8 CFR 108.235(e) & 108.235(d)4 IMO 13.4.3.
2.9. Drainage: Should be adequate to eliminate standing water.	Drainage adequate: Yes or No		API 4.13
2.10. Deck Seal: Is helideck sealed? (no holes in deck for leaking/burning fuel)	Sealed drainage (MODU and floaters)		CFR 108.235(d)(2) NFPA 6.3.
2.11. Aircraft Tie Down Points: Minimum of four (4). Should be recessed so as not to be a skid gear or tripping hazard. Tie-down configuration should be based on the center of the touchdown marking and suitable for the largest size of helicopter expected to use the deck. Must be marked with a red 8-inch circle if protruding above deck level.	Number: Type: Condition: Marking if necessary: Spacing (15 feet between minimum): Recessed for MODU and floaters:		API 5.9 CFR 108.235(3)(d)(3) IMO 13.4.2.
3.0. OBSTRUCTION AND HAZARD MARKINGS:			API 4.6, 5.11.3 CFR 108.235(d)(4) IMO 13.4.

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
3.1. Main Rotor Obstacle Clearance: M/R clearance (1/3 of the RD) from the obstacle. Where helidecks will not meet this requirement in the allowed obstacle sector, obstruction should be clearly indicated by a solid red arc centering on the obstruction at 1/3 RD on the deck surface.	Proper Clearance? Yes or No Proper Marking: Yes or No		API 5.11.3.(1)
3.2. Tail Rotor Obstructions: Obstructions on/near the helideck over 2-inches, obstruction should be marked with a 3' wide solid red rectangular border	Proper Clearance? Yes or No Proper Marking: Yes or No		API 5.11.3.(2)
3.3. Landing Gear Obstructions: Any item raised above the physical deck surface above. Landing gear obstructions (ex. tie-down points) denoted by an 8" red circular band around the obstruction.	Proper Clearance? Yes or No Proper Marking: Yes or No		API 5.11.3.(3)
4.0. OPERATIONAL ISSUES:			
4.1. Turbulence: Is structure turbulence apparent? Is there an air gap beneath the helideck (7 feet recommended)? Do the prevailing winds cause problems to safe flight?	Describe any concerns:		API 4.8.1.-2.
4.2. Winds: Can approaches/departures be made into prevailing winds? Do the prevailing winds cause problems to safe flight?	Describe any concerns:		API 4.5, 4.8.
4.3. Operational Warnings:			API 5.11.4. HSAC RP 92-1
4.3.1. Perforation Operations:	Personnel aware of RP procedures? Warning panels available (one per field area)?		HSAC RP 92-2
4.3.2. H2S Prone Areas	Air packs available for pilot use? Pilots trained? Red rotating warning beacon for H2S located near stairwell?		HSAC RP 92-3

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
4.3.3. Hot/Cold Gas Discharge:	Vent Locations: Are hot / cold emissions possible across approach/departure path? Beacon for raw gas discharge located near the helideck stairwell?		API 4.8.2. HSAC RP 92-4
4.3.4. Helideck Closing Procedures:	Warning panel available (one per field area)? Personnel aware of procedures?		HSAC RP 92-5
4.4. Crane Operations: Cranes should have flashing or rotating light wired to be on when crane is running, if crane can reach the helideck?	Beacon (red) on the crane cab?: HSAC Decal in crane cab?: Boom, headache balls, and hook painted int'l orange? Boom cradled with not in use? Operator Knowledge Helicopter Ops:		API 5.11.4. HSAC RP 89-1
4.5. Prohibited landing marker: A white "X" formed from panels measuring twenty-four (24) inches x thirty (30) feet is required (typically vinyl) for closing of the helideck for un-serviceability or other reasons.			HSAC RP 92-5 API 5.11.4.
4.6. Helideck Local Procedures Manual: Companies should be encouraged to develop, for pilot use, a Local Procedures Manual detailing operational procedures, hazards, etc for each helideck. These Manuals should include as a minimum the following: overhead and side views of the helideck, size/weight capability, markings, lighting (if installed), communications, weather capabilities, obstacles, turbulence issues, hazards, and any specific operational procedures. These often take the form of "approach" plates.			Industry practice
5.0. MARKINGS:			
5.1. Helideck ID: Should be marked with Company name, area and block number.	Proper Marking? Yes or No ID Marking:		API 5.11.1. CFR 108.241(a)(3) & (b) IMO 13.5.2.2.
5.2. Load Bearing Area: Max allowable weight to the nearest thousand pounds. Below the maximum allowable weight designation, the helideck dimension is shown to the nearest foot. See 5.3 below for dimensions.	Proper marking? Yes or No Weight Marking:		API 5.11.2

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
5.3. Size of Helideck: Red numerals on a white background, located to the right and above the helideck symbol, in line with and visible from the principal direction of approach. The square and numeral should be 24 inches in height. **Unrestricted**: ground effect area = aircraft rotor diameter. May include safety shelf but not safety fence. **Restricted**: available ground effect area is less than rotor diameter.	Proper marking? Yes or No Size Marking: Restricted "R" Marking Located to right of Size Marking if required? Yes or Not Req'd		API 4.6.3, 5.11.2. Industry Practice
5.4. Aiming Circle: 20' diameter with 16" wide stripe to mark circumference. Should mark center of **available** helideck. (Not necessarily center of helideck). IMO code sizes are different for MODUs.	Proper marking? Yes or No		API 5.11.1 CFR 108.241(a)(3)(iii) IMO 13.5.2.3.
5.5. Landing H: White "H" inside Circle (10 feet high x 5 ½ feet wide) with a line width of 16 inches.			RP2L, 5.11.1 IMO 13.5.2.4.
5.6. Passenger Access Route: A 36" wide walkway should be marked from the aiming circle to the **primary** access route.	Proper marking? Yes or No		Offshore Heliport Design Guide, page 12.
5.7. Stairwell Opening: A 3' wide solid red/white hash marked rectangular border should be used to mark the primary stairway opening. (Individual Company Option)	Proper marking? Yes or No		Industry practice
5.8. Perimeter Line: A white perimeter line with a width of 16 inches should be painted around the helideck surface that is load bearing.	Proper marking? Yes or No		API 5.10 CFR 108.241(a)(3)(ii) IMO 13.5.2.1.
6.0. LIGHTING (only required where night flights are planned and should include windsock as noted in Section 1);			
6.1. Perimeter: Perimeter lights, (minimum of 12), alternating yellow and blue (30-60 watts) spaced at intervals (no more than 10 feet) to adequately outline the flight deck for any facilities where night flights are planned. Upper part of the frangible light guards should be no more than 2" above the helideck. Note- CFR and IMO allow lights to be up to 6 inches, IMO also specifies lights should be all yellow	Proper Lighting? Yes or No Operational? Yes or No Height? Frangible? Connected to emergency power supply?		API 5.10 CFR 108.241(a)2 IMO 13.4.1., 13.5.3.21.

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
6.2. Obstruction Obstructions that are not obvious should be marked with omni-directional red lights of at least 30 watts. Where the highest point on the platform exceeds the elevation of the helideck by more than 50 feet (15 meters), an omni-directional red light should be fitted at that point; with additional such lights fitted at 35 feet (10 meters) intervals extending to the elevation of the helideck.	Proper Lighting? Yes or No Operational? Yes or No Connected to emergency power supply?		API 5.10.
6.3. Stairwell: For platforms where night flights are planned, stairwells should be lighted?	Lights available if necessary? Yes or No Connected to emergency power supply?		API 5.10.
6.4. Flare:	Location: Red Light /Beacon Installed? Markings:		HSAC RP
6.5. Emergency power supply: Emergency power supply should provide power to the perimeter and obstruction lighting and to lighting along the helideck access and egress routes.			API 5.10
7.0. MANNED PLATFORMS (In addition to items referenced for manned platforms in Section 1):			
7.1. Passenger Manifesting: All passengers should be manifested either for crew change or interfield.	Describe how manifesting is handled:		Industry Practice
7.2. Flight Following Interfield: Interfield block ships should be provided flight following.	Describe how interfield flight following is managed:		Industry Practice
7.3. Offshore Operations Personnel:			
7.3.1. Knowledge of Company's Adverse Weather policy?	Knowledge adequate? Yes or No Current Procedure Posted? Yes or No		Industry Practice
7.3.2. Knowledge of Night Medivac Procedure?	Knowledge adequate? Yes or No Current Procedure Posted? Yes or No		Industry Practice

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
7.3.3. Knowledge of Clear Deck Procedure?	Knowledge adequate? Yes or No		HSAC RP 88-1
7.3.4. Stretcher for Medical Evacuations?			Industry Practice
7.3.5. Emergency Response Plan (ERP): Does it include aircraft fire fighting, aircraft mishaps, aircraft emergency shutdown procedures, etc? Does it include aviation emergency responsibilities for HLO, OIM/Captain and Radio Operator?	Is the procedure adequate? Yes or No Are personnel aware of contents? Yes or No Are personnel trained on response to aircraft emergencies? Yes or No Are emergency rescue charts for the aircraft available? Yes or No Do platform emergency drills include acft emergencies? Yes or No		NFPA Appendix A Industry Practice
7.4. Passenger Handling:			
7.4.1. Suitable waiting area for passengers: Minimum of (7) feet below the elevation of the flight deck.			API 4.9 HSAC RP 88-1
7.4.2. Video Tape for briefing Passengers:			Industry Practice
7.4.3. Calibrated weighing scale?	Passengers and baggage weighed? Yes or No		Industry Practice
7.4.4. Signs (Recommended for Manned Facilities):	Clear Deck Policy: Hearing Protection Requirements. Main and Tail Rotor Hazard: Clothing required for flight: No Smoking (with fuel systems):		HSAC RP 88-1 Industry Practice
7.4.5. Helideck Attendants: Although not mandated, does the platform have a Helicopter Landing Officer?	Has the HLO attended an approved HLO course? Yes or No Is competence checked periodically?		Industry Practice
7.7. Second Helideck Escape Stairwell / Ladder (required for manned structures):	2d escape Markings? Located opposite of primary stairwell?		API 5.7. CFR 108.235 (f) IMO 13.4.4

AREA OF INSPECTION	REMARKS	4= Sat Rating	Reference and/or Frequency
8.0. SAFETY			
8.1. Fire Fighting:			
8.1.1. Is fire fighting equipment available? Fire Extinguisher Type (BC), with minimal size of 30 pounds required at each exit and at fuel stations unless they are co-located.	Available? Yes or No Size: Type:		NFPA 7.1. API 6.3
Category / Helicopter Overall Length, including both rotors / Min. Rating H-1 Up to but not including 15.2 meters (50 feet) 4-A:80-B H-2 From 15.2 meters up to, but not including 24.4 meters (50-80 feet) 10-A:120-B			
8.1.2. Fire Equipment Maintenance:	Inspected monthly? Yes or No Date of Last Hydrostatic Insp.: Properly Tagged? Yes or No		NFPA 10 5 Year
8.1.3. Fire Fighting Personnel:	Are personnel trained? Yes or No Are personnel alerted when helicopter operations are pending? Yes or No		NFPA Appendix A
8.1.4. Fire Drills:	Are drills conducted periodically and recorded? Yes or No		NFPA Appendix A
8.1.5. Location and Number of Units: Typically a minimum of one per helideck stairwell and one per fuel system	Locations (describe): Number:		HSAC RP 6.3. NFPA 7.1.
8.3. Are appropriate Materials Data Safety Sheets (Hazardous Material) available?	Jet Fuel (if on facility)?		Industry Practice

SUMMARY OF NON COMPLIANCES - Continued on back? ☐Yes

List all descrepancies	Recommended Corrective Action
1	
2	
3	
4	
5	
6	
7	

HELIDECK DAILY CHECKLIST

LOCATION:	HLO/Inspector:	DATE:	4= Sat Rating
Item	**Action**		
1. Helideck surface	• Check the deck area for loose objects, birds, and free of oil or fuel spill. • Clean the deck if necessary. • Check for any raised or loose panels, etc that could snag landing gear		
2. Drains from Helideck if installed	• Check that drains are open. Remove any material that may plug the drains.		
3. Safety Net	• Check to ensure netting is secure and not damaged • Check to ensure no netting is elevated above helideck edge		
4. NDB if installed	• Check the antenna for damage. • Verify NDB is in operation		
5. Fire Fighting and Rescue Equipment	• Verify that the Fire Fighting and Rescue Equipment is ready for operation. • Perform maintenance according to the maintenance program.		
6. Perimeter and Obstruction Lights if installed	• Check that all lights function.		
7. Adjustable Handrails if installed	• Check that the adjustable handrails function. *NOTE:* If "raised" handrails are used, lay them down before arrival and departure of helicopters.		
8. Entrance Barriers	• Check that the plastic chains / barriers, used to fence off the entrances not in use, are functioning.		
9. Escape Ways	• Verify that all "Escape ways" are open and that all signs are in order.		
10. Windsock	• Check condition. • Check lighting. • Check location.		
11. Safety Briefing	• Briefing venue • Safety Signs • Video Tape, TV and VCR Condition		
12.Reference Manuals	• API RP 2L • Helideck Procedures • Customer/Facility Operations Guide • HSAC RPs • Passenger Manifests		

Report any discrepancies to Facility Manager	Items Reported: 1. 2. 3.

- SIGNATURE

SECTION 13
EMERGENCY GUIDELINES

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SECTION 13
EMERGENCY GUIDELINES

13. Emergency Guidelines

13.1 Emergency Response Guidelines

Each aviation service provider operating for BP must have an acceptable search and rescue plan in the event of an incident or accident. The plan must provide sufficient details to ensure a fast prompt response. The plan must document who is called and their contact numbers. If third party agencies are used a complete listing of contact information and capabilities must be documented in the response plan.

Each installation's Emergency Response Plan (ERP) should include the response procedures for each of the potential helicopter emergencies. Please review the specific installations plan for procedures for each emergency, this section is an overview of emergency response and should not take precedence over any installation procedures or policies.

The events listed below form the basis of those potential helicopter emergency events addressed in the installations ERP.

- Loss of radio contact with the helicopter
- Helicopter ditching
- Helicopter crash in the GoM
- Helicopter fire on the helideck
- Helicopter crash on the helideck

13.2 Emergency Preparedness

Emergencies are unplanned minor or major events, which may lead to personal injury, damage to plant and equipment, loss of production, environmental damage, or in the most serious cases, to loss of life or abandonment of the installation.

Emergency response procedures are based on the results gained from actual cases or emergency exercises that are held at regular intervals. Exercises may be conducted without prior announcement and may include observers and personnel from external organizations who may be called upon to provide assistance during the emergency, such as major oil spill response facilities. A suitable proportion of exercises should relate to helideck emergencies.

The true test of any emergency response is a real situation. Records and analysis of the situation can gain valuable information, after the event. Such information should be collected and used to assess existing procedures and provide data for improvement.

The emergency response procedures of contracted installations and vessels must be assessed and audited as part of the contracting process.

Helideck emergencies typically require a rapid response. Emergency preparedness for helideck operations is included in the individual facilities emergency response plan. The helideck crew, under the command of the HLO, is briefed in fire fighting and rescue techniques. They take part in regular drills and exercises designed to simulate a helicopter emergency.

13.3 Helicopter Missing or Overdue

The Gulf of Mexico (GoM) Search and Rescue (SAR) is provided by the United States Coast Guard and supplemented by contracted services. Position reporting and accurate plotting of the location, at the helicopter service provider's base of operations, decreases the response times. Aviation Service Provider must track their helicopters with a minimum reporting time of every fifteen minutes.

The emergency response to an overdue or missing helicopter generally involves three phases:

- An uncertain phase
- An alert phase
- A distress phase

It is not necessary to go through these phases in order, if information is received which indicates that a helicopter and its occupants are in imminent danger. A distress phase is declared immediately.

The uncertainty phase may cover the initial period when a helicopter fails to arrive at its destination or fails to make a scheduled position report. This is usually of short duration, typically up to 5-10 minutes after the estimated time of arrival or scheduled report time. During this period, attempts are made to contact the helicopter or establish its safety using all available means. The shore base dispatcher will usually try to contact the aircraft on BP frequencies, but may ask for installations help in communications equipment is in doubt.

The alert phase is typically initiated no more than fifteen minutes after the initial alert and follows failure to locate or establish communications with the helicopter, or if information is received that it is mechanically or operationally impaired. This phase generally involves notification of the relevant authorities and activation of local search activities. These search activities usually involve only the helicopter service provider, but may request assistance from a boat or installation in the proximity.

The distress phase is generally activated when a helicopter is likely to, is about to make or has already made a forced landing, or has crashed; when there is reasonable certainty that the helicopter and occupants are in imminent danger and require assistance; following an alert phase, when there is a probability that a helicopter is in distress.

The procedures developed by an installation for responding to an emergency which requires SAR action is based on this phased approach and should identify the criteria for moving to the next phase of response; the response actions to be taken at each phase of the response and who should take these actions; the notifications to be made and the responsibility for these; and the resources available for SAR including relevant emergency contact information.

13.4 Installation or Facility Emergency Response Plan

Each installation's Emergency Response Plan (ERP) should include the response procedures for each of the potential helicopter emergencies. Please review the specific installations plan for procedures for each emergency, this section is an overview of emergency response and should not take precedence over any installation procedures or policies.

The events listed below form the basis of those potential helicopter emergency events addressed in the installations ERP.

- Loss of radio contact with the helicopter
- Helicopter ditching
- Helicopter crash in the GoM
- Helicopter fire on the helideck
- Helicopter crash on the helideck

13.5 Emergency Flight Requirement for Medical Emergency

13.5.1 General Guidelines

All emergency flights should be requested through the aviation dispatcher. The following is a general guideline of how the dispatcher will prioritize the response.

- Contracted aircraft and vessels in the area
- Spot hire helicopters
- Coast Guard: If a life or death emergency exists and other means of transportation is not available, the Coast Guard has medical evacuation coverage. Requests for medivac support should be forwarded to the appropriate aviation dispatcher. Requests for support of a verified emergency (other than medical emergency) are forwarded to the Coast Guard using procedures listed in the installation's EEP.

Note: Since each emergency situation is different, the dispatchers rely on the onsite personnel to request the level of services and speed required.

13.5.2 Aeromedical Service Providers

In an emergency or when transporting injured personnel, where time is critical, it is not necessary to wait for a specific aircraft or pilot approval. Any aircraft or pilot may be used to transport critically injured personnel. The BP Aviation Dispatcher continues to coordinate the transportation service for emergency flights.

The following aviation services are those currently used by Logistics for emergency flights offshore.

- West Jefferson Life Flight
- Cougar Search and Rescue Helicopter Service
- ERA Houma-based EMS Service
- Galveston EMS with PHI helicopter
- PHI Night Aircraft (Morgan City with Acadian Ambulance Paramedic)

- Acadian Ambulance Service

Note: The listing above is not considered to be a complete listing since other medical service providers may become available in the area of operations. Contact the local BP Aviation Dispatcher or Shore Base Supervisor to obtain a listing of service providers in the immediate area. Please remember all medical evacuations should be coordinated with the aviation dispatcher.

13.5.3 Information Required

The following information is required when requesting an emergency medical flight.

- Location of flight request
- Time of initial call
- Type of emergency
- Block number
- Coordinates (latitude and longitude)
- Helideck size and rating
- Is helideck lighted? (night only)
- Weather conditions (estimated)
- Stop! This is all you need to know to call out a flight immediately

13.5.4 Secondary Information

Secondary information that is requested by the shore base dispatcher:

- Patient name
- Patient employer
- Patient age
- Patient under medical care? (Y/N)
- Patient conscious? (Y/N)
- Patient stable? (Y/N)
- Stretcher required? (Y/N)
- Vitals if given by Medic
- Hospital destination requested
- Installation VHF Frequency, if applicable
- Other related information

13.6 Helicopter Accident at the Installation

In the event of a helicopter crash on the helideck or elsewhere on the offshore installation, the HLO and his crew will be the initial fire fighting and rescue team, until relieved.

Each installation's Emergency Response Plan (ERP) details the actions by personnel normally required in response to a helicopter crash onto the installation.

The aviation service provider has a comprehensive procedure to be implemented in the event of an emergency situation affecting the helicopter accidents on and

offshore. The Logistics Manager or Aviation Team Lead must be immediately notified in the event of a helicopter incident or accident.

13.7 Platform Abandonment and Evacuation

In the event that it is necessary to abandon or evacuate the offshore installation by helicopter, the helideck remains under the command of the Helideck Landing Officer (HLO). The Helideck crew is released and will proceed to the helideck where the instructions of the HLO are followed.

The Emergency Response Procedures should detail the actions by all personnel on the platform in an abandonment or evacuation situation.

The HLO prepares the helideck to receive helicopters. The HLO establishes with the pilot of each helicopter inbound to the platform, the payload available for the return flight. The Dispatcher or Clerk will process the appropriate number of passengers to maximize utilization of the available payload, and have them ready for departure when called for by the HLO. As each helicopter departs the helideck, the HLO confirms the helicopter departure and passengers boarded to the Radio Operator.

The HLO remains in charge of the helideck until instructed otherwise by the OIM or Installation Supervisor.

13.8 Search and Rescue

13.8.1 United States Coast Guard

13.8.1.1 HH65

The United States Coast Guard (USCG) in New Orleans has HH65 helicopters available with a restricted range of approximately 150 NM. This range and payload capability may limit hoisting capability to 2-3 passengers before refueling or dropping of passengers.

13.8.2 Helicopter Emergency Raft Deployment System (HERDS)

Helicopter Emergency Raft Deployment Systems (HERDS) are pre-positioned at key locations in the Gulf of Mexico. This system allows two rafts connected by a lanyard to be dropped to personnel in the water under most conditions.

13.8.3 Primary Search and Rescue

Primary search and rescue is dependent on boats and helicopters in the immediate vicinity.

13.8.4 Search and Rescue Aircraft

An appropriate aircraft equipped and personnel trained for hoist operations to enhance rescue potential.

NAME List of suppliers, contractors and support	City	State	Zip
A B Verges Electric inc	Pearl River	LA	70452
Abdon Callais Offshore	Golden Meadow	LA	70357
Abe's Boat Rental	Bella Chase	LA	70037
Able Body Labor	Clearwater	FL	33759
Able Infoset Communication	Pearland	Texas	77581
Acadian Ambulance Service	Lafayette	LA	70509
Accu Trans Inc	Kenner	LA	70062
Accurate Marine Environmental, Inc. / Hepcaco Inc.	Portsmouth	LA	23704
Ace Transportation	Lafayette	LA	70509
ACME Trucking	Sildell	LA	70458
Acock Engineering & Associates LP	San Antonio	TX	78217
Acosta Marine Services LLC	Metairie	LA	70005
Acro\SkillsWell	Houston	TX	77042
Advanced Clean Up	Rancho Dominguez	CA	90221
Aerometric	Clearwater	FL	33756
Aerotek	Baton Rouge	LA	70809
AFNSEP.	Tyndall AFB	FL	32403
Aggreko	Houston	TX	77032
AHA	Houma	LA	70346
Air Bags Inc.	Bella Chase	LA	70037
Air Tap Communications	Geismar	LA	70734
Airboat Specialists	Broussard	LA	70518
Airboats Inc, Airboat Services	Melbourne	FL	32935
Airborne Support Inc.	Houma	LA	70363
Alaska Chadux Services, Inc. (CASI)	Anchorage	AK	99507
Alaska Clean Seas	Prudhoe Bay	AK	99734
Albert & Associates	Lafeyette	LA	70758
Allens Marine	Baton Rouge	LA	70807
Allfax	Saint Rose	LA	70087
Allied Barton	Conshohocken,	PA	19428
Allied International Emergency	Fort Worth	TX	76117
Alta Mesa	Houston	TX	77077
American Medical Response	Monroe	LA	71201
Ameri-force	New Orleans	LA	70114
Amigo Enterprise	St. Bernard	LA	70085
AMPOL(American Pollution Control)	New Iberia	LA	70560
Anderson Pollution Control, Inc.	Conroe	TX	77301
Apache Boat Co., Inc. (ABC)	Austin	Tx	78745
Apex Environmental	Baton Rouge	LA	70810
A-Port LLC	Lafayette	LA	70508
Applied fabrics tech	Orchard Park	NY	14127
aquatic logistics	Larose	LA	70373
Aquilex Hydrochem	Deer Park	TX	77536
Aramsco	Metairie	LA	70001
Arcon Group MS	Clinton	MS	39056
Ardaman	Jefferson	LA	70123
Ashland	Harvey	LA	70058
ASR Systems LLC (Automated Storage & Retrieval Systems)	Metairie	LA	70003
ASRC Energy Services, Response Operation LLC,Alaska	Anchorage	Ask	99503
AT&T	Lake Charles	LA	70601
Atchafalaya Boats LLC	Broussard	LA	70518
Atlantic Scaffolding	La Porte	TX	77571
B & G Crane	Baton Rouge	LA	70805
B & K Trucking	Marathon	WI	54448
B&B Fire and Safety	Lafayette	LA	70508
B&P Enterprise	Walls	MS	30680
Barry A. Vittor & Assoc Inc	Mobile	AL	36695
Base Logistic	Harvey	LA	70058
Bayou City	Bossier City	LA	71112
Bayou Safety &Supply	Belle Chasse	LA	70037
Bee Mar LLC	Broussard	LA	70518

Belle Chasse Marine Transport	Harahan	LA	70123
Bertucci Contracting aka BIS Services	Kenner	LA	70062
Blue Line Geo	Ft. Worth	TX	76121
Boom Technology,INC	Gorham	ME	4038
Bordelon Marine	Lockport	LA	70374
Borries Construction	Ocean Springs	MS	39564
Boston Line & Services	Boston	MA	2210
Broussard Bros	Abbeville	LA	70510
BT Exp Global Services	Weatherford	OK	73096
BTNEP	Thibodaux	LA	70310
Bud's Boat Rentals	Belle Chasse	LA	70037
Bureau Veritas	Downers Grove	IL	60515
Burrard Clean Operations	Burnaby	BC	V5C 5P2
C & M	Lafitte	LA	70067
C Logistics	Galliano	LA	70354
C. H. Renstermaker (C H Fenstermaker)	New Orleans	LA	70163
C.A. Huber, Inc.	Broussard	LA	70518
C/Port 2	Golden Meadow	LA	70357
Cabildo Services, LLC	New Orleans	LA	70112
CACT	Ridgecrest	CA	93555
CAI	Palm Desert	CA	92211
Cajun Boats	Morgan City	CA	70380
Cajun Cutters	Houma	LA	70363
Cajun Maritime	Abbeville	LA	70380
Cal Dive International	New Iberia	LA	70560
Calco	New Orleans	LA	70114
callais ice	Chalmette	LA	70043
Cameron	Patterson	LA	70392
Canyon	Shreveport	LA	71115
CAP	Baton Rouge	LA	70809
Cap Rock	Ventura	CA	93003
CAP's	Marrero	LA	70072
Care Ambulance	Harvey	LA	70058
Carol Marine Inc	Oakley	CA	94561
Cashman Construction	Morgan City	LA	70380
Cashman Equipment Corp.	Houma	LA	70364
Catholic Charities	Alden	AL	50006
Cavalier Telecom	Palm Harbor	FL	34683
CBE	Montgomery	AL	36104
CBI	Tampa	FL	33619
CBRE	Los Angeles	CA	90044
CC Rider	Lanett	AL	36863
CCI SWS	Houma	LA	70360
CCI(Contaminated Control INC)	Houma	LA	70361
CCM	Aberdeen	MS	39730
CC'S Bait Shop	Marrero	LA	70072
CCS Midstream Services, LLC	Houston	TX	77060
CDC	Lake Charles	LA	70605
CDFG-OSPR	Sacramento	CA	95811
CDI	Baton Rouge	LA	70809
CDO	Montgomery	AL	36106
CELT Inc.	Shreveport	LA	71104
Cenergy	Houston	TX	77010
Central Boat Rentals	Berwick	LA	70342
CEP	Enterprise	AL	36330
Cerento	Richardson	TX	75080
CETCO	New Orleans	LA	70139
CGIS	New Orleans	LA	70170
CH2MHill	Houston	TX	77095
Chain Electric	Lafayette	LA	70507
Chalmette Hardware/True Value	Chalmette	LA	70043
Channel Safety and Marine	La Porte	TX	77571

Charles L. Webster Associates	Westlake	OH	44145-3771
Charlies Rest	Springfield	LA	70462
Cherokee CRC, LLC. / Envirosolve	Oklahoma City	OK	73102
Chevron	San Ramon	CA	94583
Chief	New Orleans	LA	70130
CHR	Arlington	TX	76016
CI agent Solutions	Louisville	KY	40299
Ciskow & Lewis	New Orleans	LA	70139
Clampon	Houston	TX	77084
Clean Caribbean & Americas	Fort Lauderdale	FL	33312
Clean Co. Systems	Channelview	TX	77530
Clean Gulf Associate	New Orleans	LA	70130
Clean Harbors	Norwell	MA	2061
Clean Islands Council	Honolulu	HI	
Clean Ventures	Brandon	FL	33511
Cleanwater Wildlife Sanctuary	Mandeville	LA	70471
Cliff Berry	Tampa	FL	33619
Clover	Midland	TX	79706
CMS	Livingston	LA	70754
CNG	Seminole	AL	36574
Coastal Catering	Houma	LA	70360
Coastal planning	Boca Raton	FL	33431
Coastal Safety & Environmental	Kemah	TX	77565
Coco Marina	Chauvin	LA	70344
Collarini Energy	Houston	TX	77042
Colle Towing	Des Allemands	LA	70030
Colonial Trailways	Mobile	AL	36606
Columbia Helicopters	Ketchikan	AK	99901
Comcast	Naples	FL	34113
Command Center Inc	Gulfport	MS	39507
Common Wealth of Virginia	Upperville	VA	20184
Comm-Tech	Opelika	AL	36804
Communications Specialty	Panama City	FL	32405
Community outreach	Jacksonville	FL	32207
Complete Environmental	Bay Minette	AL	36507
COMPUCOM (SHELL)	Dallas	TX	75230
Computer Task Group	Melbourne	FL	32901
Comsys	Birmingham	AL	35244
Conference Direct	Davenport	FL	33897
Conoco Phillips	Houston	TX	77079
Construct Corps., L.L.C.	Tampa	FL	33607
Construction Safety Professionals Inc.	Shreveport	LA	71106
Construction Solutions	Lake Worth	FL	33460
Continental Trailways Bus lines	Dothan	AL	36301
Control Risks Group	Los Angeles	CA	90071
Convillion	Belle Chasse	LA	70037
Copy & Camera Technologies	Lafayette	LA	70501
Coral Marine Services	Amelia	LA	70340
Core Industries	Mobile	AL	36619
Cougar Offshore	Houston	TX	77094
Country Boy (Construction/Environmental)	St. Martinville	LA	70582
CPS Eagle Maritime Security	Kenner	LA	70062
CRA	Baton Rouge	LA	70809
Craig Macaluso Photography	Metairie	LA	70004
CRCL	Baton Rouge	LA	70808
Crisis Care	Baton Rouge	La	70807
Crisis Solutions	CHICAGO	Illinois	60610
Critical Response Associates	Lakeland	FL	33805
Crosby Logistics	Golden Meadow	LA	70357
Crouch Environmental Services, Inc.	Houston	TX	77009
Crowder Gulf	Theodore	AL	36582
Crowley Marine	Dauphin Island	AL	36528

Crusty Crab	New Orleans	LA	70115
CSA	Stuart	FL	34997
CSA International	Stuart	FL	34997
CSIP	Clayton South	VIC	3169
CSIRO	Metairie	LA	70005
CSM/Clean Harbors	Norwell	MA	02061
CSPI (Construction Safety Professionals Inc)	Many	LA	71449
CTEH(same at CETCH)	Keah	TX	77565
Cuffs Safety and Environmental Services	La Porte	TX	77571
Curren & Landrieu	La Porte	TX	77571
CUT	Belle Chase	LA	70037
Cvitanovic Boat Service	Venice	LA	70091
Cypress Cove Marina	Venice	LA	70091
D and L Salvage	Franklin	LA	70538
Dade Moeller	Austin	TX	78731
Dade Paper Co	Loxley	AL	36551
Da-Grove	Dallas	TX	75220
Dameron Pierson	New Orleans	LA	70121
Danos & Curole	La Rose	LA	70373
Danos & Curole/ Ameriforce	Cut Off	LA	70345
Darkwater Marine	Grand Bay	AL	36541
Dauphin Island Sea Lab	Daulphin Island	AL	36528
Dawn Services, LLC	Gretna	La	70056
Decko	Baytown	TX	77522
Deep South Boat Rentals	Houma	LA	70363
Deep South Crane Rentals, Inc.	Pensacola	FL	32526
Definitions	Baton Rouge	LA	70808
Delmar	Laredo	TX	78040
Delta Catering	New Orleans	LA	70123
Delta Consultants	Houston	TX	77024
Delta Marine (Delta Launch Service LLC)	Metairie	LA	70002
Delta Sanitation	Mobile	AL	36582
Delta Security Services	Sylacauga	AL	35150
Delta Towing	Houma	La	70363
Deltacom	Metairie	LA	70001
Deltone Electric	Belle Chasse	LA	70037
DEQ	Baton Rouge	LA	70802
Devin	Lafayette	LA	70508
Dillon Environmental Services	Ardmore	OK	73402
Discovery	New Orleans	LA	70119
Dixie Electric	New Iberia	LA	70560
Dixie Glass	Thibodaux	LA	70301
Dixie Office Supplies	Metairie	LA	70001
DNC	Mobile	AL	36602
DNR	Baton Rouge	LA	70802
DNV	Metairie	LA	70002
Dockwise	Houston	TX	77064
Donovan Wright Advisors	New Orleans	LA	70123
Doris's Seafood	HighPoint	NC	27266
Double Barrel	Riverside	CA	92501
Double Eagle Marine	New Iberia	LA	70560
Down South Services	Marietta	Gad	30068
DR Services	Kenner	LA	70062
DTC	Marrero	LA	70072
Durr Heavy Construction	Covington	LA	70433
Dynamic Industries, Inc.	New Iberia	LA	70560
Dynasty Transportation, Inc.	Lafayette	LA	
E.C. Alexander LLC	Pascagoula	MS	39567
E.R.A .Helicopters	Lake Charles	LA	70605
Eagle Services	Vulparuso	IN	46383
Eagle-SWS	Panama City	FL	32407
Earth Search	Lakeside	MT	59922

Ebbert & Associates	New Orleans	LA	70130
ECA	Denver	CO	80237
ECO Science	Baton Rouge	LA	70816
Ecolab	St. Paul	MN	55102
Ecology & Environmental, Inc.	Baton Rouge	LA	70816
ECOM	Houston	TX	77092
ECRC	Ottawa	Ontario/CANADA	K1P 5H9
Edison	Galliano	LA	70354
EEI	Houma	LA	7360
Elastec	Carmi	IL	32922
ELS	Jax	FL	32207
Employee Assistance Program	Shreveport	LA	71119
EMR	Lawrence	KS	66046
EMSI (Emergency Mgmt System Int'l)	Calpepper	VA	22701
Encore Food Services	Houma	LA	70360
Eni Petroleum	Houston	TX	77002
Ensafe	Memphis	TN	38134
ENTECH Environmental Technology	Lafayette	LA	70501
Enterprise Marine	Houma	LA	70363
Enterprise Waste Oil Company	Knoxville	TN	37921
Entrix INC	Houston	Tx	77005
Environmental Products & Services of Vermont, Inc.	Syracus	NY	13204
Environmental Equipment	Houma	LA	70360
Environmental Management Services	Guthrie	OK	73044
Environmental Quality Company	Wayne	MI	48184
Environmental Standards	Valley Forge	PA	19482
Envirovac	Savannah	GA	31406
eoc	Baton Rouge	LA	70806
EPT	Chester	VA	23836
ER (Environmental Restoration)	St. Louis	MO	63026
Era Helicopters LLC	Lake Charles	TX	70605
ERG	Austin	TX	78731-2281
ERM (Environmental Resource Mgmt)	Houston	TX	77084
Erosion Control Services	Simmesport	LA	71369
ERSI	Sugar Land	TX	77478
ES&H (Environmental Safety & Health Inc.)	Sulpher	LA	70665
Event Rentals (Same as Event Restroom)	Lafayette	LA	70506
Event Restroom (Same as Event Rentals)	Lafayette	LA	70506
Evergreen Aviation	McMinnville	OR	97128
Evergreen Ind. Services	La Porte	TX	77571
Exponent	Menlo Park	CA	94025
Exton Risk Services, LLC	Glenmoore	PA	19343
F.I.R.S.T LLC	Deer Park	TX	77536
Faithful and Gould	Alexandria	VA	22314
Falck Alford Services	Houma	LA	70363
Family Service of New Orleans	New Orleans	LA	70119
Fanfare Events Catering	Nooksack	WA	98276
Faucheux Brothers Airboats	Baldwin	LA	70514
FCC Environmental	Houston	TX	77060
FDLE	Tallahassee	FL	32308
Ferris Industries	Baton Rouge	LA	70807
Fircroft	Houston	TX	77056
First Circuit	Bourg	LA	79343
Fisk Electric	Saint Rose	LA	70087
Fisk Electric	Meraux	LA	70075
Fluid Technology Service	Scott	LA	70583
Fluor	Sugarland	TX	77478-3838
Food service (Doerle Food Service)	Broussard	LA	70518
Frontline Group	Houston	TX	77014
Fryoux Tankermen Service	Norco	LA	70079
Ft. Pike	New Orleans	LA	70129
Fuhr Flying Service	Wabasso	MN	56293

G & W Construction	Houma	LA	70360
G Marine	Broussard	LA	70518
G4S (Security) Wachenhut	Palm Beach Gardens	FL	33410
GAC	Panama City	FL	32404
Gallagher	Mount Laurel	NJ	8054
Garner	New Orleans	LA	70130
Gary Hanning Equip	Moss Point	MS	39562
Gautier Police Dept.	Gautier	MS	39553
General Marine Leasing	Belle Chasse	LA	70037
GEO Marine	New Iberia	LA	
Gibson Services	Boothville	LA	70038
GICA	Houma	LA	70361
GLI	Gilbert	SC	29054
Global Disaster Recovery & Rebuilding Services	Baton Rouge	LA	70806
Global Diving & Salvage	Seattle	WA	98106
Global Diving & Salvage,INC	Seattle	WA	98106
Global Management Enterprise	Lake Charles	LA	70601
Global Pollution Services (GPS)	Lake Charles	LA	70602
Global Risk Solutions	Miami	FL	33129
Go2IT	Lorain	OH	44052
GOHSEP	Baton Rouge	LA	70806
GP	Atlanta	GA	30303
GPC	Williamson	VA	23187
Grand Isle Rescue	Grand Isle	VT	5458
Grand Isle Shipyard	Galliano	LA	70345
Grinding and Sizing	Houston	TX	77020
Guilbeau Marine	Cut Off	LA	70345
Gulf Asphalt Co	Mobile	AL	36610
Gulf Coast Marine Supply	Mobile	AL	36610
Gulf Mark America	Houston	TX	77042
Gulf Offshore Logistics	Lafayette	LA	70508
Gulf Shores Fire Rescue	Gulf Shores	AL	36542
Gulf Star Rentals	Beaumont	TX	77705
H Barber	Naugatuck	CT	6770
H&M	Tulsa	OK	74120
HageMeyer	Hattiesburg	MS	39401
Halliburton	Golden Meadow	LA	70357
Hamilton Engineering	Livonia	MI	48150
Hepaco	Charlotte	NC	28269
Heritage Environmental Services	Indianapolis	IN	46231
HSI (Hazmat Services)	Pascagoula	MS	39569
HUB Enterprises (Security)	Boussard	LA	70518
Humane Society		LA	
Hyde Environmental Services	Bridge City	TX	77611
I.M.R.	Louisville	KY	40218
Iberia Aggregates & Construction	Lydia	LA	70569
Iberia Marine Services	New Iberia	LA	70560
ICU	Houston	TX	77042
Industrial Labor and Equipment Services (ILES)	Belle Chasse	LA	70037
Industrial Safety & Health	Metairie	LA.	70006
In-situ	Collins	CO	80524
Insul-Tech	Belle Chasse	LA	70037
International Bird Rescue Research Center	Fairfield	CA	94534
International Safety Consultant	Lafayette	LA	70508
Int'l Marine, LLC	Larose	LA	70373
iTransit	Orlando	FL	32801
IVES office products	New Orleans	LA	70130
J Conner	Houston	TX	77084
J2S	Grand Rapids	MI	49508
Jackson Offshore	New Orleans	LA	70130
JC Marine Constuction	New Iberia	LA	70560
JF New	Walkerton	IN	76574
JNB Operating	Cutoff	LA	70345

K R Borries	Gavtier	MS	39553
K-Com Transportation Services	Ft. Wayne	IN	46803
Kelly Services	Troy	MI	48084
Ken's Airboat Rental Services,Inc.	MARTINVILLE	LA	70582
Ken's Marine Services	Bayonne	NJ	7002
Kevcomp	Long Beach	CA	90807
Kilgore Offshore Inc.	Scott	LA	70583
Kim Susan LLC	Larose	LA	70373
Lafayette Steel Erector	Lafayette	LA	70506
Lafayette Workboat Rentals	Broussard	LA	70578
Lakehouse / US Environmental	Mandeville	LA	70448
LANG	Baton Rouge	LA	70816
Lawson Environmental Service	Houma	LA	70363
LCM Corporation	Roanoke	VA	24107
LDWF Enforcement	Baton Rouge	LA	70808
Lewis Environmental Inc	Jacksonville	FL	33209
LL&G Construction, Inc	Houma	LA	70363
LOUPE	Lockport	LA	70374
LSU	Baton Rouge	LA	
Luke Sollutions	Houma	LA	70363
M & M	Slidell	LA	70460
Mactec	Alpharetta	GA	30009
Market Decisions Corporation	Porland	OR	97219
MARSEC Corp	Batpm Rpige	LA	70827
Mathews Consulting Group	Sulphur	LA	70664
Matrix New World Engineering	East Hanover	NJ	7936
Med Staff	Newton Square	PA	19703
Meredith Management Group	Paoli	PA	19031
Meridian Resource and Exploration	Houston	TX	77094
Mid South	Broussard	LA	
Miller Environmental Group	Calverton	NY	11933
Miller Environmental Services	Sulphur	LA	70665
Mississippi Marine Services	Pass Christian	MS	39571
Mitchell Lifeboats, LLC	New Iberia	LA	70560
MMR	Broussard	LA	70518
Moran Environmental Recovery	Atlantic Beach	FL	32233
Moran Tug	New Canaan	CT	6840
MSRC / SCSS	Lake Charles	LA	70605
National Oil Well	Houston	TX	77036
National Response Corp.	Great River	TX	11739
Nautical Point Marina	Grand Isle	LA	70358
NGA	Fort Worth	TX	76119
nohsep(New Orleans Homeland Security & Emergency Preparedness	New Orleans	LA	70112
Northeast Tank	Stoughton	MA	2072
NorthStar Marine, Inc.	Clermont	NJ	8210
NRC	Washington	DC	20592
NWFF (Northwest Fire Fighters)	Philomath	OR	97370
O'Brien & Gere	Syracuse	NY	13102
O'Brien's RM	Slidell	LA	70458
OCPR (Office of Costal Protection and Restoration)	Baton Rouge	LA	70804
Offshore Cleaning Systems	Abbeville	LA	70510
Offshore Liftboats	Cut Off	LA	7045
Oil Center Research	Lafayette	LA	70507
Oil Mop, LLC	Belle Chasse	LA	70037
Oil Recovery Company	Mobile	Al	36633
Oil States	Arlington	TX	76001
Oilfield Contractors, LLC	Golden Meadow	LA	70357
O'Meara, LLC	New Orleans	LA	70130
Omni Energy Service Corp	Lafayette	LA	70502
On Sight	San Rafael	CA	94903

OPS (Sunshine Sachs & Associates West)	West Hollywood	CA	90069
ORC	Mobile	AL	36633
OSI	Eveeth	MN	55734
Otto Candies	Des Allemands	LA	70030
PA Touchard Management Services	Slidell	LA	70458
Pacific Environmental Corp.	Honolulu	HI	96817
Patriot Environmental Services	Long Beach	CA	90813
Pelican Commercial Waste Services	Belle Chasse	LA	70037
PENCO/ACS	Anchorage	AK	99508
Picciola and associates, INC	Cutt Off	LA	70345
Polaris	Lake Charles	LA	70601
Poydras	New Orleans	LA	70163
PPM Consultants	Monroe	LA	71202
PR Marine Support Services	Astoria	OR	97103
Prime (Staffing)	Broussard	LA	70518
PSN	Lafayette,	LA	70508
PSN / Able Infosat Communications	Pearland	TX	77581
Quali Tech	Chaska	MN	55318
Quantum Environmental Group	Richmond	British Columbia	V6X 2T1
Rain for Rent	La Porte	TX	77571-9772
Ranger Offshore Inc.	Houston	TX	77042
Regulatory Risk Solutions	Williamsburg	VA	
Reliable Staffing	Mobile	AL	36619
Rene Cross Construction	Belle Chasse	LA	70037
RJ Corman	Houston	TX	77013-4643
RM Development/PPM Consulting	Monroe	LA	71202
RMG (Resolve Marine Group)	Ft Lauderdale	Fl	33316
Rock & Carlo's	Chalmette	LA	70043
Rocky Kneten Photography	Houston	TX	77006
Romeo Papa, LLC	Houma	LA	70363
RSC Equipment Rental	Scottsdale	AZ	85254
Safety Management Systems	Lafayette	LA	70507
Safety-Kleen Systems, Inc. / Hepaco Inc.	Shreveport	LA	71108
Sand Dollar Marina	Grand Isle	LA	70358
SeaCore Marine	Houma	LA	70360
Sealaska Constructor, LLC	Kansas City	MO	64147
Seaward Marine Group	Chesapeake	VA	23323
SGV International	Houston	TX	77024
Shallow Draft Elevating Boats	Braithwaite	LA	70040
Shamrock	Browns Summit	NC	27214
Shaw Environmental Inc.(The Shaw Group INC)	Baton Rouge	LA	70809
Sheldon (Shelton Services)	Huffman	TX	77336
Slickbar	Seymour	CT	6483
SLR International Corp.	Anchorage	AK	99503
SMAF Environmental	Prineville	OR	97754
Smith Marine, Inc	Marblehead	MA	1945
So Cal Shipping Service	Long Beach	CA	
SoCal Ship Services	Terminal Island	CA	90731
South Carolina Aquarium	Charleston	SC	29401
Southern guard	Larose	LA	70373
Southern Safety Training & Consulting, LLC	Houma	LA	70360
Spill On Site Management	Humble	TX	77346
Stallion Construction/ Laville Airboats	Rayne	LA	70578
Stallion Oilfield Services	Houston	TX	77024
Stan's Airboat Service	Iowa	LA	70647
Stantech (Stantech Engineering CO)	Irving	TX	75060
Star-Tech	Berwick	LA	70342
Steele International	San Francisco	CA	94111
STP/Louisiana Workforce Commission	Sulphur	LA	70433
STPG - is STP (Governmental Agency)	Sulphur	LA	70433
Sun Towing Corporation	Morgan City	LA	70380

Sunbelt Rentals	Baton Rouge	LA	70806
Sunpro	North Canton	OH	44720
Swift	Houston	TX	77056
T J Ebert & Associates	New Orleans	LA	70130
T&T Marine	Slidell	LA	70458
T.Baker Smith	Houma	LA	70363
T.L. Wallace	Colombia	MS	39429
TAS Environmental Services	Dallas	TX	75252
TBS Logistics INC	Houston	TX	77201
TekSolv, Inc.	Harrisburg	PA	17112
TestAmerica	Pensacola	FL	32514
The Environmental Quality Company	Wayne	MI	48184
The Response Group	Cypress	TX	77429
The Shaw Group LLC.(INC)	Baton Rouge	LA	70809
Tiger Safety(The Modern Group)	Broussard	LA	70518
TLC	Opelousas	LA	70570
TMC	Bellington	MA	2019
Total Rig Services	Dakoting	ND	58756
Total Safety	Larose	LA	70373
Tracerco	Pasadena	TX	77507
Trade Source	Warwick	RI	2866
TransOcean	Houston	TX	77252
Trident Management Group	Golden Meadow	LA	70357
Tri-State Bird Rescue	Neward	DE	19711
Triton Diving	Houston	TX	77046
TRS Staffing Solutions, LLC	Greenville	SC	26907
Tulane University	New Orleans	LA	70118
Turn Key Operations	Rochester	NY	14608
Turner Brothers	Houston	TX	77049
URS	Metairie	LA	70002
US Environmental	Tampa	FL	33619
US Risk (Industrial Safety & Health)	Broussard	LA	70518
USES	New Orleans	LA	70130
USES/ERG	Pensacola	FL	32501
USR (Universal Safety Response)	Franklin	TN	37067
Vanguard vacuum Trucks inc	Houma	LA	70364
Veal Convention Services	Birmingham	AL	35203
Vector Magnetics	Ithaca	NY	14850
Venice Marina	Venice	LA	70091
Venice Port Complex	Belle Chasse	LA	7125
Venture Transportation	Lafayette	LA	70508
Veolia	Sulpher	LA	70663
Versar	Springfield	VA	22151
Vertex Services	Orange	TX	77630
Video Care & Repair (VCR)	Newton	NH	3858
Vucinovich's	New Orleans	LA	70129
Wackenhut	Dallas	TX	75207
Wam Industries	Se Smyrna	GA	30082-3831
Warbama Industrial	Axis	AL	36505
Waring,Oil	Vicksburg	MS	39183
Waste Water Specialties	Sulpher	LA	70665
WBISI	Houston	TX	77552
Weeks Marine Inc.	Covington	LA	70433
Well Ops	Houston	TX	77060
Westney	Houston	TX	77027
Westwego Police Department	Westwego	LA	70094
Wet Tech	Maurice	LA	70555
Wigstrom Plumbing	Buras	LA	70041
Wild Fire Services Inc.	Yakima	WA	98901
Wildlife Response Services (Us Fish Wildlife Services)	Houma	LA	
Williams Scotsman	Baltimore	MD	21236
Woods Hole Oceanographic Institution	Woods Hole	MA	2543
WRS COMPASS	Tampa	FL	33619

WS Atkins	Houston	TX	77079
Wuertz Brothers	Saint Bernard	LA	70085
X2nSat	Petaluma	CA	94954
Xerox Audio Visual Solutions	Norcross	GA	30071
Yachtworks	Sister Bay	WI	54234
Yuma Oil	Houston	TX	77027

MOB_____

MASTER VESSEL CHARTER AGREEMENT

This Master Vessel Charter Agreement (hereinafter referred to as CHARTER) is made effective as of____ _____, 2010 by and between BP America Production Company (hereinafter referred to as CHARTERER), and _____hereafter referred to as VESSEL OWNER).

ARTICLE 1. TERM OF CHARTER

A. Subject to the availability (as mutually agreed upon between CHARTERER and VESSEL OWNER) of the vessel described in Exhibit "A" (hereinafter referred to as VESSEL), VESSEL OWNER agrees to let and CHARTERER agrees to hire the VESSEL from time to time as may be requested by CHARTERER. VESSEL OWNER shall deliver or otherwise make available the VESSEL to CHARTERER and place the VESSEL at CHARTERER'S disposal at a mutually agreed location,. The term of the CHARTER shall commence on the date of the departure of the Vessel from the mutually agreed location of delivery into the service of Charterer, and shall be referred to as the "CHARTER TERM." CHARTERER may terminate the CHARTER at any time and the CHARTER TERM will terminate as set out in Paragraph B of this Article 1.

B. The VESSEL shall be delivered at the commencement of the CHARTER TERM, fully tanked with fuel, hydraulic fluid, lubricated, manned, provisioned and ready in all respects to perform SERVICES as required by this CHARTER. The VESSEL shall be redelivered to VESSEL OWNER at the close of each CHARTER TERM to the original point of delivery by CHARTERER, as determined by off-hire dispatch notification, unless VESSEL OWNER elects not to return directly to the point of dispatch, in which case, the CHARTER TERM shall cease immediately upon such election.

ARTICLE 2. EMPLOYMENT AND SERVICES OF VESSEL

A. During each CHARTER TERM, the VESSEL shall be employed exclusively for CHARTERER'S use as a vessel of opportunity in the carriage of CHARTERER'S employees, contractors, business invitees, equipment and provisions and in the performance of various tasks associated with oil spill response and containment efforts as directed by CHARTERER (hereinafter referred to as SERVICES). Such SERVICES shall include, but not be limited to, tending or deploying boom and skimming equipment, skimming operations, recovering oiled debris, collecting garbage, assistance with wildlife operations and towing equipment. BP, in cooperation with OSHA and the U.S. Coast Guard, has developed a training and safety program ("HORIZON Response Program" or "HRP") for VESSELS and VESSEL crews engaged in oil spill response activities under this CHARTER. The HRP was approved by OSHA on May 7, 2010 and received approval from the U.S. Coast Guard on May 8, 2010. Per OSHA and U.S. Coast Guard directives, the HRP is subject to continuous improvement processes. As of May 10, 2010, BP will ensure that all VESSEL crews engaged in oil spill response activities (1) receive all necessary training for such activities as per the HRP, (2) receive all necessary credentials for such activities as per the HRP, and (3) receive all necessary protective equipment for such activities as per the HRP. The VESSEL shall be available and at CHARTERER's disposal for operation twenty-four (24) hours per day. The VESSEL shall not be used for any purpose other than performance of SERVICES during the CHARTER TERM.

B. The whole reach of the VESSEL's deck and accommodation spaces shall be at CHARTERER's disposal, reserving only proper and sufficient space for VESSEL OWNER's crew.

ARTICLE 3. PERFORMANCE OF VOYAGES

During the employment under this CHARTER, the VESSEL OWNER or its designated master shall perform all voyages without delay. VESSEL OWNER or its designated master shall load, stow, and trim the VESSEL. The decision to proceed on a trip in the face of adverse or changing weather or sea conditions shall be the sole decision of the VESSEL OWNER or the designated master.

ARTICLE 4. OPERATION IN COMPLIANCE WITH LAW

A. VESSEL OWNER warrants (i) that it has the right to CHARTER the VESSEL to CHARTERER, (ii) that the VESSEL is entitled to perform the SERVICES under all applicable law (including having all endorsements on its documentation that may be required to perform the SERVICES in accordance with applicable law) and (iii) that the same is free of all encumbrances which might disturb CHARTERER'S full right to SERVICES described in this CHARTER. The VESSEL OWNER shall exercise due diligence to deliver and maintain the VESSEL in a seaworthy condition. The VESSEL must display a current United States Coast Guard Safety Examination decal, unless otherwise approved by the CHARTERER. The VESSEL shall be operated, manned and maintained by VESSEL OWNER at all times during the term of this CHARTER in accordance with all applicable state and federal laws, rules and regulations, including (but not limited to) life saving requirements. The VESSEL OWNER warrants to exercise good faith in the performance of each and every obligation under this CHARTER.

B. VESSEL OWNER shall be responsible for paying any civil, criminal, or administrative fines, citations, or penalties that VESSEL OWNER may incur as a result of VESSEL OWNER'S violation of any laws, rules, or regulations during the term of this CHARTER.

C. VESSEL OWNER shall indemnify and hold CHARTERER harmless from any liability for personal injury, death, or property damage attributable to VESSEL OWNER'S intentional misconduct constituting a violation of state or federal criminal law.

ARTICLE 5. DESCRIPTION OF VESSEL

The VESSEL and its capabilities and capacities are described in Exhibit "A". VESSEL OWNER warrants, in good faith, the accuracy of all information set forth in Exhibit "A" and that the VESSEL has the capabilities and capacities as set forth in Exhibit "A" and that it shall be seaworthy (Fit for Purpose) at the time of delivery to CHARTERER.

ARTICLE 6. MANNING REQUIREMENTS

A. VESSEL OWNER shall at all times man the VESSEL with a sufficient number of competent and properly licensed crew and/or deckhands trained and experienced in the operation of the VESSEL in the waters in which the VESSEL is to operate under this CHARTER. The specific number of crew shall be two (2) crew members (captain and one crew) for vessels under 41 feet in length, and three (3) crew members (captain and 2 crew) for vessels 41 feet or greater in length, unless otherwise approved by CHARTERER. VESSEL OWNER shall cause the crew of the VESSEL to carry out their duties with due care and workmanship and the utmost dispatch and diligence. VESSEL OWNER shall be responsible for properly receiving and stowing all cargo, including maintenance of the proper trim and draft of the VESSEL. Cargo loading and unloading operations shall be under the supervision and control of VESSEL OWNER. VESSEL OWNER and crew shall operate the VESSEL in such a way as to not cause unreasonable risk or avoidable damage to any personnel or cargo. Through notification to the Fishing Vessel Administrator and upon advance approval by CHARTERER, VESSEL OWNER may provide additional crew members.

B. VESSEL OWNER warrants that the crew to be provided by VESSEL OWNER shall meet legal manning requirements in accordance with all applicable law for uses and purposes of the VESSEL required hereunder and as more particularly stated in ARTICLE 2 - EMPLOYMENT AND SERVICES OF VESSEL. The VESSEL'S crew shall be VESSEL OWNER'S employees at all times. VESSEL OWNER shall pay all wages, fringe benefits, applicable taxes, expenses, applicable fees/taxes, and transportation costs required for the VESSEL'S crew.

ARTICLE 7. RADIO COMMUNICATIONS

VESSEL OWNER shall have, as a minimum, the following radio equipment in a functional and working condition at all times on VESSEL: one (1) VHF marine radio, and may maintain one (1) HF SSB marine radio. Except when outside of communication range, VESSEL OWNER may be required to maintain constant communications on an hourly basis with the assigned Group Supervisor (GS) and/or CHARTERER designated dispatcher by monitoring the VHF marine radio and providing VESSEL'S position as directed by FCP and/or dispatcher. If VESSEL OWNER fails to comply with the provisions of this Article, CHARTERER may terminate this CHARTER upon twenty-four (24) hours written notice.

ARTICLE 8. VESSEL PROVISIONS

VESSEL OWNER shall provide and pay for any other supplies necessary for the VESSEL'S mechanical functioning, except as provided in Exhibit "B". VESSEL OWNER shall provide and pay for all expenses necessary for the maintenance of the crew including, but not limited to, provisions (except as otherwise provided by CHARTERER as described in this ARTICLE), commissary, water, laundry and any necessary lodging. At the start of any CHARTER TERM, VESSEL OWNER shall provide a minimum of three (3) days of such provisions required for the maintenance of the crew. After three (3) days, during an actual oil spill, CHARTERER shall provision the VESSEL for the remainder of each CHARTER TERM. The fixed rate per day set forth in Exhibit "B" shall be increased (as stated in Exhibit "B") per day per the most recent published rate schedule for every meal provided to a CHARTERER employee or business invitee while aboard the VESSEL.

ARTICLE 9. MAINTENANCE OF VESSEL

VESSEL OWNER shall maintain the VESSEL'S hull and machinery in a seaworthy condition (Surveyor designation of "Fit for Purpose"). CHARTERER shall provide or otherwise reimburse VESSEL OWNER'S actual cost of hull and gear cleaning and decontamination if VESSEL requires such cleaning as a direct result of SERVICES under this CHARTER.

ARTICLE 10. HIRE

A. CHARTERER will pay VESSEL OWNER for each CHARTER TERM or SERVICES satisfactorily performed and accepted by the CHARTERER in accordance with Exhibit "B". Any amendment or modification of this CHARTER must be in writing and duly executed by both parties in order to be binding. Provided, however, that CHARTERER shall be entitled at any time during the term of this CHARTER to revise Exhibit "B", by submitting or making available for viewing to VESSEL OWNER, a new Exhibit "B".

B. CHARTERER shall pay Hire for the VESSEL and the SERVICES to be provided by the VESSEL OWNER, for each CHARTER TERM in accordance with the following provisions. For the purposes of ARTICLE 10 - HIRE, a day shall be deemed to be any portion of a twenty-four (24) hour period beginning at 12:00 midnight and ending at 11:59 pm. For the purposes of vessel length, all vessels will be rated on the generally accepted term of L.O.A., (Length Over All).

1. For a CHARTER TERM during an actual oil spill, the fixed rate per foot of vessel length (as stated in Exhibit ~~"A"~~ "B") per day plus a day rate.

2. For a CHARTER TERM during an oil spill drill including but not limited to the requirement for deployment of boom a fixed rate per foot of VESSEL length (as stated in Exhibit ~~"A"~~ "B") per day plus a day rate.

3. For any CHARTER TERM described in ARTICLE 10, Paragraph A, in the event VESSEL OWNER may be requested to provide a skiff in addition to the VESSEL when approved in advance by CHARTERER'S through notification to the FVA. For the purpose of payment, the skiff length shall be based on the L.O.A. of the skiff provided.

4. Training may consist of any of the following:

   a. Classroom training will be defined and approved in advance by the CHARTERER. A fixed rate per crew member in attendance, per day, will be paid to the VESSEL OWNER . During periods such as classroom training, Workers Compensation Insurance will be provided. The VESSEL shall not be considered under HIRE for insurance purposes, therefore insurance shall not be provided during these times.

5. Compensation for CHARTERER requested additional crew members will be paid to the VESSEL OWNER.

6. CHARTERER may request that the VESSEL OWNER perform SERVICES within the capabilities of the VESSEL not identified above. SERVICES are to be performed by VESSEL OWNER only upon a receipt of a written WORK ORDER signed by the CHARTERER, except that a verbal order will suffice in an emergency; such verbal order to be confirmed by written WORK ORDER after issuance of the verbal order. Compensation will be negotiated for each specific WORK ORDER. No payment will be made for SERVICES or items not authorized by a written WORK ORDER.

C. Only with CHARTERER'S prior written approval, CHARTERER shall reimburse VESSEL OWNER'S reasonable costs incurred and paid for by VESSEL OWNER and designated crew for travel, meals and lodging when attending CHARTERER provided or approved training or meetings unless otherwise provided by CHARTERER. Reimbursable costs will be stated in Exhibit "B".

D. The termination of the CHARTE TERM (termination of dispatch) is determined by the time the VESSEL is secure in its moorings at the original point of delivery during drills and exercises, and secure at its mooring after final decontamination after an oil spill response (which process shall be promptly undertaken without delay). If termination is by VESSEL OWNER, termination of dispatch shall be as mutually agreed by CHARTERER'S Group Supervisor and VESSEL OWNER. VESSEL OWNER must ensure FVA is notified of release time.

E. VESSEL OWNER shall be compensated at the end of the CHARTER TERM, and if the CHARTER TERM is longer than fourteen (14) days then invoices may be submitted every fourteen (14) days. The VESSEL OWNER shall provide all necessary information to the appropriate Fishing Vessel Administrator, who shall in turn submit an invoice to CHARTERER. Payment of all sums due shall be made within fifteen (15) days of receipt of an invoice by CHARTERER.

ARTICLE 11. PORT FEES, MOORAGE, TAXES

A. CHARTERER shall pay for all port fees and moorage that may be incurred as a direct result of this CHARTER while the VESSEL is away from its home port. VESSEL OWNER shall pay all taxes incidental to use of the VESSEL.

B. The VESSEL shall be loaded and unloaded at any dock, berth, or place that CHARTERER may direct, as approved by VESSEL OWNER, which approval shall not be unreasonably withheld. VESSEL OWNER shall assist CHARTERER in locating and selecting the docks and landings suitable to accomplish the safe loading and unloading of passengers and cargo.

ARTICLE 12. BREAKDOWN: DEFICIENCY OF CREWING OR STORES

A. In the event of any loss of time, not due to fault of CHARTERER, on account of: dry-docking or other necessary measures to maintain the efficiency of the VESSEL; deficiency of crewing or stores; breakdown of machinery, gear or equipment, damage to hull; collision; breach of orders; neglect of duty of master, officer or crew; strike or other labor stoppages of master, officers or crew; refusal to sail; stranding; fire; difficulties to the VESSEL'S flag, ownership or previous ports of call; requisition of title or use of the VESSEL; failure to comply with rules, regulations or laws of ports of call; interference by authorities; detention of VESSEL or master or officers; or any other similar accident or event whatsoever either hindering or preventing the full working of the VESSEL, then no HIRE is to be paid for any time loss

until the VESSEL is again in sufficient state to fully resume SERVICES and, has regained a position equivalent to the position occupied at the time just prior to the accident or occurrence.

B. In the case of the VESSEL taken off-HIRE while on a voyage by reason of an accident or occurrence described in 12A above, the hire shall be suspended from the time of the accident or occurrence until the VESSEL is again in the same position as before the accident or occurrence and the VESSEL returns to an equivalent position or a substitute voyage directed by CHARTERER.

C. During the period of off-HIRE all reimbursable items identified in ARTICLE 10 - HIRE and ARTICLE 11 - PORT FEES, MOORAGE, TAXES that would otherwise be for CHARTERER'S account under this CHARTER shall be for the VESSEL OWNER'S account.

D. It is understood that the VESSEL shall use due diligence to comply with all applicable federal, state and local environmental protection and safety laws, regulations, and stipulations when performing SERVICES in effect at all ports within the trading limits. If the VESSEL is found not to comply with any such rule, regulation or law, VESSEL OWNER shall take immediate measures to comply, and all expenses incurred as a result of such failure to comply shall be for VESSEL OWNER'S account under the off-HIRE provisions of ARTICLE 12.

E. If the VESSEL is lost or becomes a constructive total loss, HIRE shall cease at 11:59 PM of the day of VESSEL loss or constructive total loss. If the VESSEL is missing, HIRE shall be suspended as of 11:59 PM on the day when the VESSEL was last heard from and until the VESSEL'S safety has been established, unless loss of contact is deemed to have occurred through no fault of VESSEL OWNER.

F. Any HIRE paid for in advance is to be adjusted by refund or deduction from future payments for any off-HIRE or suspension during the period for which payment was made.

G. If the VESSEL is off-HIRE for a period of time exceeding twenty-four (24) hours for any of the events referred to in ARTICLE 12, CHARTERER may terminate this CHARTER at its sole option if VESSEL OWNER is not making best efforts to return to a safe harbor.

ARTICLE 13. INSURANCE

A. VESSEL OWNER confirms that it will maintain in place any insurance policies it is carrying as of the date immediately prior to entering into this CHARTER or that it routinely carries for its usual operations

B. The insurance coverage referred to in Paragraph A above shall remain in effect during the CHARTER TERM, when the VESSEL is on HIRE for training as directed by CHARTERER, or the VESSEL is on HIRE for oil spill response. The time of coverage shall be from dispatch until termination of dispatch by either the VESSEL OWNER or CHARTERER.

C. Insurance coverage may be activated for VESSELS that choose to travel to a remote site the day prior to an exercise or drill with prior approval by the CHARTERER. The VESSEL will only be considered on-HIRE for the purpose of insurance and will not receive any compensation.

D. In the event of any happening that may result in a claim against the coverage afforded in Paragraph A, prompt notice thereof shall be given to the party first aware of such claim in order to afford both parties an immediate opportunity to investigate the facts and circumstances giving rise to the potential claim.

E. The parties understand and agree that the insurance coverage summarized in Paragraph A is more particularly described in the insurance policies, the terms, conditions and exclusions of which shall control..

Note: Copies of the insurance policies summarized in Paragraph A are available upon request.

F. VESSEL OWNER warrants that during the term of this CHARTER that as to the insurance described in

Paragraph A of this Clause 13, it shall:

1. Pay all premiums to keep such insurance policies in full force and effect on the terms and conditions more particularly described in such policies.

2. Will not modify, amend or otherwise agree to any reduction in coverage afforded under the policies.

G. If VESSEL OWNER has a claim against CHARTERER or has Notice of any claim(s) for which CHARTERER is or could be accountable:

1. VESSEL OWNER will exercise good faith and prudent management of all claims, including third party claims, and will not defend or settle third-party claims without CHARTERER'S knowledge and prior written consent.

H. In the event VESSEL OWNER's cost for insurance as provided for hereunder is, by virtue of the SERVICES being provided hereunder, in excess of that normally paid by VESSEL OWNER for its standard coverage, then CHARTERER agrees to pay the cost over and above that normally incurred by VESSEL OWNER for its standard coverage. VESSEL OWNER shall advise CHARTERER of such excess cost before incurring same and shall document the amount of such cost it is claiming for. Nothing herein shall prevent CHARTERER from taking out insurance for any risks it may deem appropriate but nothing herein shall require CHARTERER to do so.

ARTICLE 14. SALVAGE

All derelicts and salvage shall be for VESSEL OWNER'S and CHARTERER'S equal benefit, after deducting VESSEL OWNER'S and CHARTERER'S expenses and crew portion.

ARTICLE 15. CHARTER NOT A DEMISE

Nothing stated in this CHARTER is to be construed as demise of the VESSEL to CHARTERER. VESSEL OWNER shall at all times remain responsible for the navigation of the VESSEL, acts of pilots, tug vessels, crew, and all other similar matters as if trading for its own account.

ARTICLE 16. CHARTERER'S USE OF VESSEL

During the CHARTER TERM the VESSEL OWNER shall not make any other use of the VESSEL without CHARTERER's prior authorization. In addition, the VESSEL OWNER shall not allow on board the VESSEL any non-crew member who would interfere with the VESSEL OWNER'S performance of SERVICES under this CHARTER. If the VESSEL OWNER allows on board the VESSEL any persons who are not crew members, or CHARTERER employees, or business invitees, the VESSEL OWNER shall be solely responsible for any liability for any injury to or death to any such person attributable to that person's presence on board the VESSEL. In no event shall CHARTERER be liable for any expenses resulting from the injury to or death of any such person allowed on board without CHARTERER'S prior authorization.

ARTICLE 17. VESSEL OWNER IS INDEPENDENT

A. VESSEL OWNER and its employees and any approved Subcontractors and their employees are independent contractors and are not employees, partners, or joint ventures with CHARTERER. VESSEL OWNER and Subcontractors and their respective employees will not represent CHARTERER in performance of SERVICES under this CHARTER, or engage in any conduct that would imply that VESSEL OWNER and Subcontractors and their respective employees are other than independent contractors.

B. VESSEL OWNER is responsible for the manner, means and methods of performing SERVICES under this CHARTER.

C. VESSEL OWNER shall pay all federal and state taxes, contributions and/or assessments associated with

the performance of SERVICES, including, but not limited to, income taxes and self-employment taxes, and shall be responsible for providing its own employee benefit plans.

D. VESSEL OWNER acknowledges and understands that as an independent contractor, VESSEL OWNER and its employees and Subcontractors and their employees are not eligible for any employee benefits under any plans maintained by CHARTERER, including, but not limited to, the CHARTERER Savings and Investment Plan, Pension Plan, Sick Pay Plan, Long Term Disability Insurance Plan, Voluntary Personal Accident Insurance Plan, Severance Plan, Group Life Insurance Plan, Dental Plan, Occupational Death Plan, Business Travel Plan and Medical Plan.

E. VESSEL OWNER will indemnify, defend and hold CHARTERER and its respective employees and agents harmless from and against any and all claims, demands, actions, losses, expenses and/or liabilities resulting from or related to:

1. Any claim, demand, and/or determination that VESSEL OWNER, its employees and/or Subcontractors and their employees are not independent contractors in connection with the performance of SERVICES under this CHARTER, including, but not limited to, any claims or liabilities for regular or overtime wages, salaries, taxes, contributions, and/or assessments; and/or

2. Any claim, demand, and/or determination that VESSEL OWNER, its employees and/or Subcontractors and their employees are entitled to benefits in connection with the performances of SERVICES under this CHARTER under any employee benefit plans maintained by CHARTERER; and/or

3. Any claim, demand, and/or determination that VESSEL OWNER'S employees or Subcontractors' employees are entitled to additional compensation or benefits as a result of VESSEL OWNER'S employment policies and practices; and/or

4. Any claim, demand, and/or determination that VESSEL OWNER'S employees or Subcontractors' employees are entitled to additional compensation or benefits, of whatever kind or character, or damages, of whatever kind or character, based on whole or in part upon theories that they are direct, dual, loaned, borrowed, and/or co- employees of CHARTERER, in addition to being employees of VESSEL OWNER or Subcontractor.

5. Should VESSEL OWNER or Subcontractor assume the defense of CHARTERER pursuant to Paragraph E, CHARTERER shall also be entitled to separate defense and representation of its interests through counsel acceptable to CHARTERER.

ARTICLE 18. NOTICES

All notices and communications from VESSEL OWNER to CHARTERER and from CHARTERER to VESSEL OWNER shall be addressed as follows:

CHARTERER

BP America Production Company
Attn: Tamara Garrett Contract Manager
501 Westlake Park Blvd.
Houston, TX 77079

VESSEL OWNER

Company Name: _____

Address: _____

_____

Attn: _____

Telephone: _____

Facsimile: _____

Email: _____

ARTICLE 19. CHOICE OF LAW AND FORUM

The rights and obligations of the Parties to this CHARTER including all matters of construction, validity and performance, shall in all respects be governed and enforced in accordance with the general maritime laws of the United States. In the event, but only in the event, the maritime laws of the United States do not apply, the laws of the State of Louisiana shall govern. Any litigation arising out of or relating to the CHARTER may be brought in a court of competent jurisdiction in New Orleans, Louisiana or Houston, Texas.

ARTICLE 20. AUDIT AND TERMINATION

At any time during the term of this CHARTER, CHARTERER shall have the right to audit logs, books, payrolls, and records relating to any of the services performed hereunder. In addition to any other right of termination herein, VESSEL OWNER may terminate this CHARTER or any company listed in Exhibit "A" at any time for any reason whatsoever by giving the said party twenty-four (24) hours advance written notice of such termination, and any company listed in Exhibit "A" may terminate its obligations upon (24) hours advance written notice to CHARTERER.

ARTICLE 21. ASSIGNMENT/SUBCONTRACTING

A. VESSEL OWNER will not assign any of its rights or delegate any of its obligations under this CHARTER without prior written approval from CHARTERER. CHARTERER'S approval of any assignment, subcontract or delegation will not relieve VESSEL OWNER of any responsibility under this CHARTER.

B. VESSEL OWNER shall not assign any rights or delegate any obligations hereunder without CHARTERER'S prior written approval, which shall not be unreasonably withheld. Any such unauthorized assignment shall be void. CHARTERER may assign this CHARTER to third parties specifically including any of its respective affiliates or a response action contractor.

ARTICLE 22. WAIVER

If CHARTERER fails to enforce any right or remedy available under this CHARTER, that failure will not be construed as a waiver of any right or remedy. A waiver of any claim, demand, right or remedy based on the breach of any provision of this CHARTER will not be construed as a waiver of any other claim, demand, right or remedy based on a subsequent breach of the same or any other provision.

ARTICLE 23. SEVERABILITY

If any part, term or provision of this CHARTER is determined by a court of competent jurisdiction to be unlawful or unenforceable, the validity and enforceability of the remaining parts, terms and provisions will not be affected.

ARTICLE 24. ENTIRE AGREEMENT; SUCCESSORS

A. This CHARTER includes Exhibits A, B, and C attached hereto and constitutes the entire agreement between the Parties with respect to this CHARTER. This CHARTER cancels and supersedes all prior negotiations, representations or agreements, both written and oral, including any proposals submitted by VESSEL OWNER. The Parties have not been induced by any representation, statements or agreements other than those expressed in this CHARTER. No changes, alterations, or modifications to this CHARTER will be effective unless made in writing and signed by both Parties.

B. This CHARTER will benefit and bind the successors, representatives and assignees of both Parties.

ARTICLE 25. PRIORITY OF TERMS

In the event of any conflict or inconsistency between the various parts of this CHARTER, the Articles will take precedence over all other parts of this CHARTER, including any Exhibits, Attachments and Addenda, unless specifically stated otherwise.

THE PARTIES HAVE EXECUTED THIS CHARTER, in duplicate originals, by their respective authorized representatives, as of the date first written above.

VESSEL OWNER: _____		CHARTERER : **BP America Production Company**	
By:_____	_____	By:_____	_____
(Signature)	(Date)	(Signature)	(Date)
_____		_____	
(Print or Type Name)		(Print or Type Name)	
_____		_____	
(Print or Type Title)		(Print or Type Title)	

EXHIBIT A

VESSEL INFORMATION

A. **General Information**

Vessel Name: _____

FVA Port: _____

Parish _____

Call Sign: _____

USCG Decal No.: _____

Expiration Date: _____

ADF&G No.: N/A

AK/Doc No.: N/A

Vessel Type: _____

Vessel Length: _____

Berth Capacity: _____

Manning Requirement: _____

B. **VESSEL OWNER Contact Information**

Company Name: _____

Contact Name: _____

Email Address: _____

Mailing Address: _____

Physical Address: _____

Home Phone: _____

Cell Phone: _____

Facsimile Phone: _____

C. **Vessel Survey/Insurance Information**

Date of Survey: _____

Insured? (Yes/No) _____

D. **Vessel Engine Information**

Make: _____

Model: _____

Total HP: _____

Number of Engines: _____

Drive Type: _____

Fuel Capacity: _____

Burn Rate (GPH_____

Fuel Type: _____

Aux. Engine? (Yes/No) _____

Aux. HP: _____

Aux. Fuel Type: _____

E. **Skiff Information**

Type: _____

Length: _____

HP: _____

Fuel Type: _____

F. **Comments**

_____

_____

_____

_____

_____

_____

_____

_____

EXHIBIT B

COMPENSATION PROVISIONS/PUBLISHED RATE SCHEDULE

PARAGRAPH 1 - COMPENSATION

As full and complete compensation to VESSEL OWNER for SERVICES satisfactorily performed and for assuming obligations hereunder, CHARTERER, for and on behalf of OWNERS, will pay VESSEL OWNER on the basis of the fixed rates (FIXED RATES), set forth below in PARAGRAPH 2 - FIXED RATES, and will reimburse VESSEL OWNER for the costs of specific items set forth below in PARAGRAPH 3 - REIMBURSABLE COSTS. CHARTERER shall be entitled at any time during the term of this CHARTER to revise EXHIBIT ~~"A"~~ "B" – COMPENSATION PROVISIONS/PUBLISHED RATE SCHEDULE, by submitting or making available for viewing to VESSEL OWNER, a new EXHIBIT ~~"A"~~ "B" – COMPENSATION PROVISIONS/PUBLISHED RATE SCHEDULE.

PARAGRAPH 2 - FIXED RATES

VESSEL OWNER's FIXED RATES (hereinafter FIXED RATES) are agreed to be VESSEL OWNER's sole, complete, and exclusive compensation for performing and completing SERVICES under CHARTER, except as noted in PARAGRAPH 3 - REIMBURSABLE COSTS below, including, without limitation, all management, labor, supervision, salaries, wages, taxes of all kinds, insurance premiums, contributions, equipment, equipment maintenance, materials (not provided by CHARTERER), support facilities, transportation (if not provided by CHARTERER), tools, overhead and profit. FIXED RATES are not subject to renegotiation or retroactive adjustments based on actual experience and are not subject to escalation.

FIXED RATES FOR SERVICES:

SERVICES	FIXED RATES
A. Vessel Services:	
1. Actual Spill Response: As defined in ARTICLE 10 - HIRE, Paragraph B1	
Vessel > 65'	$3000/24 hour day
Vessels > 45' – 65'	$2000/24 hour day
Vessels >30' - 45'	$1500/24 hour day
Vessels less than 30'	$1200/24 hour day
Plus: Specialized equipment required by BP reimbursable at cost +10% PPEs will be provided by CHARTERER	
B. Crew Services:	
1. Actual Spill Response, Classroom Training, Table Top Activities, or Meetings: As defined in ARTICLE 10 – HIRE, Paragraph B5	$200.00/8 hour day/ crewmember
2. Meals for provided by Vessel Owner	

PARAGRAPH 3 - REIMBURSABLE COSTS

A. CHARTERER shall provide or otherwise compensate VESSEL OWNER at the current commercially available rate per HP/100 x 3 x Hrs. dispatched x current fuel rate for diesel, gas and auxiliary fuels (as

specified in EXHIBIT A - CHARTER VESSEL INFORMATION) or fraction thereof while VESSEL is on HIRE for the cost of all the fuel, hydraulic oil and lube oil. CHARTERER's CONTRACT REPRESENTATIVE may make adjustments to formula as warranted.

NOTE: Current rate of all commercially available fuel as of the dispatch off-HIRE date in the VESSEL's home port.

B. In addition to payment of FIXED RATES as set forth above, VESSEL OWNER shall be reimbursed for the following actual costs incurred and paid by VESSEL OWNER. Said costs in 1 and 2 below shall be those net costs incurred and paid by VESSEL OWNER and shall be invoiced to CHARTERER at net cost.

1. When approved in advance by CHARTERER's CONTRACT REPRESENTATIVE reasonable and actual airline travel while on travel away from VESSEL OWNER's home port shall be tourist/economy class unless otherwise approved in writing in advance by CHARTERER's CONTRACT REPRESENTATIVE.

2. When approved in advance by CHARTERER's CONTRACT REPRESENTATIVE, vehicle rental while on travel status away from VESSEL OWNER's home port shall be mid-size or smaller unless approved in writing in advance by CHARTERER's CONTRACT REPRESENTATIVE.

EXHIBIT C
AGREEMENT REGARDING PROPRIETARY AND CONFIDENTIAL INFORMATION

WHEREAS, BP America Production Company (hereinafter referred to as CHARTERER) and_____ _____ (hereinafter referred to as VESSEL OWNER) have entered into CONTRACT _____ _____ (hereinafter referred to as CHARTER) effective as of _____ whereunder VESSEL OWNER, its subcontractors, and their respective employees will be performing certain services with respect to the tending or deploying boom and skimming equipment, skimming operations, recovering oiled debris, collecting garbage, assistance with wildlife operations and towing equipment operation in connection with the Deepwater Horizon incident (hereinafter referred to as OIL SPILL RESPONSE AND CONTAINMENT) and VESSEL OWNER, its subcontractors, and their respective employees are being paid by OWNERS, either directly or indirectly, for their services thereunder; and

WHEREAS, it is the desire of CHARTERER and OWNERS to secure the benefit of, protect and maintain as confidential all technology and information developed or disclosed in connection with OIL SPILL RESPONSE AND CONTAINMENT;

NOW THEREFORE, the undersigned hereby agree that:

1. This Agreement shall be governed by and construed in accordance with the laws of the State of Louisiana. Any litigation arising out of or relating to the CHARTER may be brought in a court of competent jurisdiction in New Orleans, Louisiana or Houston, Texas.

2. The obligations of the undersigned and the rights of CHARTERER and OWNERS under this Agreement are continuing obligations and rights, and the termination or expiration of CHARTER shall not terminate such obligations and rights.

3. It will not perform services for others during the life of CHARTER which might conflict with the work to be performed in connection with the aforesaid SERVICES; otherwise, consistent with the terms hereof, the undersigned is free to perform services for others.

4. All Data, patent applications and patents arising out of performance of SERVICES under CHARTER or relating to OIL SPILL RESPONSE AND CONTAINMENT are the property of OWNERS and the undersigned will take all necessary steps to secure OWNERS' rights and title thereto.

5. It will promptly disclose in writing to CHARTERER all inventions, discoveries, or improvements which are conceived or made by it, solely or jointly, which arise out of or relate to the performance of SERVICES under the CHARTER or to the Data defined above. It further agrees to assign and, on request by CHARTERER or OWNERS, will assign to CHARTERER's or OWNERS' designee(s) all such inventions, discoveries, and improvements, and all applications for patent and patents which may result therefrom, and cooperate with CHARTERER or OWNERS and their designee(s) in the preparation and execution of all papers required to secure Letters Patent thereon.

6. It will not use Data for any purpose other than as required by CHARTERER for the purpose of performing SERVICES under CHARTER without the prior written permission of CHARTERER.

The undersigned has signed this Agreement as of the date written below.

By:_____ _____

(Signature) (Date)

_____ _____

(Print or Type Name) (Print or Type Name)

Executive Summary

Project Summary

Current Federal Project Ceiling:	$	541,767,579.00
Obligations to Date:	$	445,408,246.06
Federal Project Ceiling Remaining:	$	96,359,332.94

Outlays Per Core Accounting System	$	77,734,004.72

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining in The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	21,326,155.40

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	423,568,149.05
B	**Expenditures**	$	104,185,489.62
C	**Total Obligations** *(A + B)*	$	527,753,638.67

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	662,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	527,753,638.67
G	**Remaining Balance** *((D-(E+F))*	$	129,152,812.90
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	107,826,657.50
I	**Available for future project response** *((G - H)(notes2, 3)*	$	21,326,155.40

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	222,008,591.54
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	-

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $400 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 4/20/2010 **to** 8/9/2010

		FPN Ceiling:	**$541,767,579.00**
Coast Guard Recoverable Costs			
Total Coast Guard Personnel Costs		$66,808,902.46	
Total Coast Guard Cutter Costs		$59,794,066.50	
Total Coast Guard Small Boat Costs		$3,049,458.51	
Total Coast Guard Aircraft Costs		$33,381,674.10	
Total Coast Guard Equipment Costs		$3,840,748.00	
Total Coast Guard Vehicles Costs		$3,521.68	
Total Coast Guard Recoverable Costs:		**$166,878,371.25**	
OSLTF-Funded Coast Guard Direct Costs			
Total Coast Guard Purchases		$2,817,795.80	
Total Coast Guard Travel Orders		$49,641,732.84	
Total Coast Guard GTR Costs - Doc Type 14 Obligations:		$462,354.56	
Total Coast Guard Reserves - Doc Type 71 Obligations		$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations		$3,079,010.23	
Total for Contractors		$11,335,545.34	
Total OSLTF-Funded Coast Guard Direct Costs:		**$85,924,149.21**	**$85,924,149.21**
Other Removal Costs Funded From the OSLTF:			
Total PRFA Costs:		$175,932,608.33	
Total MIPR Costs:		$183,551,488.52	
Total Other Removal Costs Funded From the OSLTF:		**$359,484,096.85**	**$359,484,096.85**
Total Incident Costs To Date:		**$612,286,617.31**	
Total Costs Funded from the OSLTF:			**$445,408,246.06**
Ceiling Remaining (Not Obligated)			**$96,359,332.94**
	Percentage of Ceiling Remaining		**17.8%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

Name: Mississippi Canyon Block 252 Oil Spill											Daily Summary						
This Period		4/20/2010	Thru		8/9/2010				N10036				Printed	8/10/2010			19:03
							Ceiling:		$541,767,579.00								
							Prev-Period:		$0.00								
							This-Period:		$444,945,891.50								
							Balance:		$96,821,687.50								

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$98,052.00	$0.00	$0.00	$0.00	$0.00	$0.00	$98,052.00	$35,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$439,260.00
Day 5	24-Apr	$106,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$106,144.00	$3,518.00	$107,026.00	$0.00	$0.00	$0.00		$0.00	$110,544.00	$216,688.00
Day 6	25-Apr	$125,836.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,836.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,936.00
Day 7	26-Apr	$130,628.00	$0.00	$0.00	$178,865.70	$0.00	$0.00	$309,493.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,438.00	$0.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,565.00	$0.00	$0.00	$0.00		$0.00	$109,565.00	$468,164.60
Day 9	28-Apr	$123,425.00	$0.00	$0.00	$151,121.30	$0.00	$0.00	$274,546.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,601.30
Day 10	29-Apr	$163,587.00	$0.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$181,318.00	$0.00	$0.00	$65,608.40	$0.00	$0.00	$246,926.40	$0.00	$884,257.59	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,584,257.59	$6,831,183.99
Day 12	1-May	$205,380.00	$211,880.00	$0.00	$211,179.50	$0.00	$0.00	$628,439.50	$0.00	$283,601.39	$0.00	$0.00	$0.00	$2,516,035.00	$0.00	$2,799,636.39	$3,428,075.89
Day 13	2-May	$184,591.00	$211,880.00	$0.00	$163,850.90	$0.00	$0.00	$559,321.90	$0.00	$171,064.00	$0.00	$0.00	$0.00		$0.00	$171,064.00	$730,385.90
Day 14	3-May	$138,953.00	$211,680.00	$0.00	$128,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	4-May	$105,889.00	$211,880.00	$0.00	$158,736.00	$0.00	$0.00	$476,505.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,338.00
Day 16	5-May	$270,524.00	$279,588.00	$0.00	$117,443.90	$782.00	$0.00	$668,317.90	$2,791.61	$177,372.58	$0.00	$0.00	$282,000.00	$6,250,000.00	$349,830.00	$7,071,994.39	$7,740,312.29
Day 17	6-May	$252,367.00	$646,648.00	$0.00	$277,776.50	$2,352.00	$0.00	$1,179,143.50	$0.00	$21,783.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,783.00	$5,730,926.50
Day 18	7-May	$346,126.00	$463,108.00	$0.00	$157,460.90	$2,352.00	$0.00	$969,046.90	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,033.15
Day 19	8-May	$332,842.00	$357,268.00	$0.00	$235,573.50	$410.00	$0.00	$926,093.50	$3,600.00	$126,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,051.50
Day 20	9-May	$276,938.00	$385,220.00	$0.00	$173,317.10	$1,626.00	$0.00	$847,101.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$262,288.00	$317,520.00	$0.00	$149,102.60	$245.00	$0.00	$729,155.60	$28,316.05	$60,243.74	$0.00	$0.00	$0.00	$1,538,625.00	$0.00	$1,627,184.79	$2,356,340.39
Day 22	11-May	$307,029.00	$248,960.00	$0.00	$148,406.00	$0.00	$0.00	$700,395.00	$45,688.52	$79,598.74	$0.00	$0.00	$0.00		$0.00	$125,285.26	$825,680.26
Day 23	12-May	$318,314.50	$211,080.00	$0.00	$198,266.10	$245.00	$0.00	$727,905.60	$5,077.21	$65,308.46	$0.00	$0.00	$2,250,170.00	$200,000.00	$0.00	$2,540,555.67	$3,268,461.27
Day 24	13-May	$345,565.00	$211,680.00	$0.00	$207,054.20	$0.00	$0.00	$764,299.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,299.20
Day 25	14-May	$338,628.00	$317,920.00	$0.00	$150,287.80	$245.00	$0.00	$806,880.80	$957.36	$0.00	$0.00	$0.00	$0.00	$1,556,781.12	$5,000.00	$1,562,738.48	$2,369,619.28
Day 26	15-May	$337,128.00	$211,680.00	$0.00	$133,404.80	$10,584.00	$0.00	$692,796.80	$15,419.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,338.30	$1,497,135.10
Day 27	16-May	$269,965.00	$284,025.00	$0.00	$111,418.60	$0.00	$0.00	$665,408.60	$12,153.18	$2,000,980.34	$0.00	$0.00	$0.00		$152,760.00	$2,165,893.52	$2,831,302.12
Day 28	17-May	$375,713.00	$289,380.00	$0.00	$136,263.60	$10,763.00	$0.00	$812,119.60	$8,757.75	$128,045.28	$0.00	$0.00	$0.00	$869,308.10	$1,968,492.00	$2,774,634.13	$3,586,753.73
Day 29	18-May	$260,640.00	$578,760.00	$0.00	$119,855.00	$11,576.00	$0.00	$961,031.00	$4,084.56	$229,950.00	$0.00	$0.00	$0.00		$212,800.00	$446,834.56	$1,437,865.56
Day 30	19-May	$354,461.00	$578,760.00	$0.00	$230,521.30	$15,984.00	$0.00	$1,179,726.30	$11,078.92	$162,899.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$6,106,178.49
Day 31	20-May	$382,514.00	$578,760.00	$0.00	$141,694.50	$0.00	$0.00	$1,022,968.50	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$358,418.00	$550,695.00	$0.00	$103,459.40	$10,482.00	$0.00	$1,023,054.40	$545.00	$224,624.29	$0.00	$0.00	$0.00	$600,000.00	$10,986,072.00	$11,811,241.29	$12,834,305.69
Day 33	22-May	$363,154.00	$423,360.00	$0.00	$167,183.70	$1,084.00	$0.00	$954,781.70	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,984.20
Day 34	23-May	$276,777.00	$155,400.00	$0.00	$181,943.90	$8,408.00	$0.00	$622,528.90	$702.50	$51,899.78	$3,803,500.00	$0.00	$0.00	$1,150,000.00	$208,302.00	$5,214,404.28	$5,836,933.18
Day 35	24-May	$268,153.50	$155,400.00	$0.00	$124,534.60	$9,408.00	$0.00	$557,496.10	$92,081.25	$219,171.78	$0.00	$0.00	$0.00	$5,619,027.00	$1,720,000.00	$7,650,280.03	$8,207,776.13
Day 36	25-May	$279,756.50	$77,700.00	$0.00	$197,968.40	$9,408.00	$0.00	$564,832.90	$13,050.26	$368,301.68	$0.00	$0.00	$1,800,000.00		$3,500,000.00	$5,682,351.94	$6,247,184.84
Day 37	26-May	$280,873.00	$77,700.00	$0.00	$178,845.80	$23,732.00	$0.00	$541,152.80	$3,548.14	$314,677.65	$0.00	$0.00	$0.00		$404,683.92	$724,909.71	$1,266,062.51
Day 38	27-May	$294,337.00	$155,400.00	$0.00	$193,427.80	$23,384.00	$0.00	$666,548.80	$6,890.00	$141,945.98	$0.00	$0.00	$787,101.00		$2,926.40	$940,869.38	$1,607,418.18
Day 39	28-May	$272,354.00	$165,400.00	$0.00	$210,014.30	$23,384.00	$0.00	$681,152.30	$33,854.81	$1,458,805.90	$586,913.04	$0.00	$0.00	$270,911.00	$12,891,361.00	$15,244,445.75	$15,925,598.05
Day 40	29-May	$239,284.00	$268,760.00	$0.00	$49,275.00	$23,384.00	$0.00	$621,703.00	$4,940.52	$173,620.00	$0.00	$0.00	$0.00	$2,885,026.00	$2,424,731.73	$5,488,318.25	$6,110,021.25
Day 41	30-May	$221,194.50	$578,760.00	$0.00	$156,672.50	$9,408.00	$0.00	$966,035.00	$2,662.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$15,000.00	$8,702,087.74	$9,668,122.74
Day 42	31-May	$265,849.00	$0.00	$0.00	$139,242.00	$9,408.00	$0.00	$414,299.00	$0.00	$2,906,042.18	$0.00	$0.00	$2,052,000.00	$26,381.27	$14,083.44	$4,994,506.89	$5,408,805.89
Day 43	1-Jun	$258,932.00	$165,400.00	$0.00	$268,910.90	$9,408.00	$0.00	$682,650.90	$0.00	$94,185.88	$0.00	$0.00	$0.00		$1,259,541.00	$1,353,736.88	$2,046,387.58
Day 44	2-Jun	$289,882.80	$0.00	$0.00	$207,681.10	$28,396.00	$0.00	$525,749.90	$21,581.19	$564,996.49	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.68	$4,861,707.29
Day 45	3-Jun	$350,382.60	$275,147.50	$0.00	$288,118.50	$13,104.00	$0.00	$924,772.60	$2,325.58	$41,376.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.78	$990,474.28
Day 46	4-Jun	$494,997.00	$155,400.00	$0.00	$314,997.70	$13,104.00	$0.00	$978,498.70	$21,181.59	$350,608.43	$0.00	$0.00	$0.00		$0.00	$371,787.82	$1,350,286.52
Day 47	5-Jun	$525,281.00	$155,400.00	$0.00	$288,882.10	$24,080.00	$0.00	$991,633.10	$0.00	$489,177.00	$0.00	$0.00	$0.00	$8,227,994.29	$0.00	$8,717,171.29	$9,708,804.39
Day 48	6-Jun	$535,318.00	$155,400.00	$0.00	$367,703.10	$50,076.00	$0.00	$1,108,498.10	$6,848.72	$216,086.80	$3,297,650.26	$0.00	$0.00		$2,302,944.00	$5,825,339.78	$6,933,837.88
Day 49	7-Jun	$624,224.40	$155,400.00	$0.00	$204,532.80	$27,312.00	$0.00	$1,011,469.20	$418,289.23	$93,481.21	$0.00	$0.00	$0.00		$9,300.20	$521,070.64	$1,532,539.84
Day 50	8-Jun	$754,670.50	$51,800.00	$0.00	$413,141.20	$23,409.00	$0.00	$1,243,220.70	$8,325.00	$510,931.32	$0.00	$0.00	$36,160.00	$6,152,345.00	$3,667,410.25	$10,373,191.57	$11,616,412.27
Day 51	9-Jun	$851,053.50	$310,800.00	$0.00	$398,255.70	$23,409.00	$0.00	$1,583,518.20	$12,050.69	$786,146.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.56	$2,893,465.66
Day 52	10-Jun	$778,202.30	$155,400.00	$0.00	$502,995.80	$37,008.00	$0.00	$1,473,206.10	$392,180.50	$95,382.00	$0.00	$0.00	$946,184.00	$8,771,378.00	$2,067,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,281.20	$155,400.00	$0.00	$535,630.30	$20,983.00	$0.00	$1,454,294.50	$8,040.51	$118,382.00	$0.00	$0.00	$0.00	$8,039,028.00	$0.00	$8,165,450.51	$9,619,745.01
Day 54	12-Jun	$585,997.40	$155,400.00	$0.00	$387,669.10	$85,421.00	$0.00	$1,174,487.50	$3,821.30	$451,084.46	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.76	$2,429,473.26
Day 55	13-Jun	$716,374.00	$84,760.00	$0.00	$436,879.50	$36,749.00	$0.00	$1,274,762.50	$3,327.48	$221,102.47	$0.00	$0.00	$0.00	$667,920.00	$0.00	$892,349.95	$2,167,102.45
Day 56	14-Jun	$776,808.50	$155,400.00	$0.00	$338,956.30	$59,188.00	$0.00	$1,329,352.80	$19,762.64	$609,574.72	$0.00	$0.00	$0.00	$1,800,000.00	$593,675.00	$3,112,012.40	$4,441,365.20
Day 57	15-Jun	$780,851.50	$367,060.00	$0.00	$323,747.20	$66,505.00	$0.00	$1,538,163.70	$321,697.71	$193,052.00	$0.00	$0.00	$0.00	$10,811,250.00	$0.00	$11,325,999.71	$12,864,163.41
Day 58	16-Jun	$876,162.50	$0.00	$0.00	$409,410.80	$47,806.00	$0.00	$1,332,399.30	$13,764.02	$261,304.90	$0.00	$0.00	$0.00	$0.00	$35,061.00	$310,129.92	$1,642,528.62
Day 59	17-Jun	$882,791.75	$821,154.00	$0.00	$326,601.90	$64,791.00	$0.00	$2,105,338.65	$12,910.96	$279,666.14	$0.00	$0.00	$0.00	$0.00	$336,513.60	$628,990.70	$2,734,329.35
Day 60	18-Jun	$844,472.60	$822,624.00	$0.00	$419,434.00	$75,089.00	$0.00	$2,251,823.50	$46,228.85	$527,820.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,049.02	$3,227,872.52
Day 61	19-Jun	$681,608.50	$1,231,707.00	$0.00	$339,891.40	$71,568.00	$0.00	$2,324,872.90	$10,686.00	$110,226.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,445,785.40
Day 62	20-Jun	$583,269.00	$831,540.00	$0.00	$513,093.20	$76,715.00	$0.00	$2,004,637.20	$126.88	$251,100.00	$4,488,203.32	$0.00	$594,950.00	$0.00	$185,143.50	$5,509,522.88	$7,514,159.88
Day 63	21-Jun	$843,387.60	$878,140.00	$0.00	$490,549.90	$77,528.00	$0.00	$2,087,605.60	$17,775.77	$798,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,746.82	$2,904,352.32
Day 64	22-Jun	$767,987.75	$28,347.00	$0.00	$761,000.50	$35,688.00	$0.00	$1,593,203.25	$10,997.98	$603,562.00	$0.00	$0.00	$22,085.00	$0.00	$0.00	$636,634.88	$2,229,834.13
Day 65	23-Jun	$711,539.60	$584,631.00	$0.00	$813,285.40	$59,642.00	$0.00	$2,169,097.90	$34,061.05	$1,070,058.59	$0.00	$0.00	$0.00	$0.00	$5,698,757.67	$6,802,876.72	$8,971,973.62
Day 66	24-Jun	$792,387.90	$0.00	$0.00	$731,435.70	$59,913.00	$0.00	$1,583,736.60	$26,579.25	$468,666.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,759.68	$2,449,495.68
Day 67	25-Jun	$729,339.50	$584,850.00	$0.00	$780,249.90	$28,662.00	$0.00	$2,102,881.40	$50,182.33	$409,600.13	$0.00	$0.00	$0.00	$0.00	$0.00	$459,782.46	$2,562,673.86
Day 68	26-Jun	$721,831.60	$1,122,600.00	$0.00	$614,148.00	$41,831.00	$0.00	$2,500,310.50	$3,063.75	$483,063.29	$0.00	$0.00	$0.00	$0.00	$0.00	$486,127.04	$2,986,437.54
Day 69	27-Jun	$867,761.90	$1,170,567.00	$0.00	$889,092.80	$33,258.00	$0.00	$2,580,610.70	$54,887.33	$211,950.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,542,121.73	$13,122,732.43
Day 70	28-Jun	$688,130.70	$1,418,902.00	$0.00	$506,780.60	$58,100.00	$0.00	$2,670,913.30	$8,383.50	$298,840.38	$0.00	$0.00	$0.00	$0.00	$1,376,184.00	$1,684,227.88	$4,355,141.18
Day 71	29-Jun	$738,998.50	$1,189,740.00	$0.00	$420,613.10	$37,765.00	$0.00	$2,387,414.60	$29,511.24	$1,092,270.80	$0.00	$0.00	$0.00	$17,864,343.65	$0.00	$18,986,125.69	$21,373,540.29
Day 72	30-Jun	$876,626.50	$1,018,522.00	$0.00	$443,071.90	$37,788.00	$0.00	$2,175,988.40	$7,966.35	$436,800.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,988.75
Day 73	1-Jul	$683,128.60	$1,042,449.00	$42,860.30	$692,082.80	$64,249.00	$0.00	$2,524,770.60	$13,939.73	$182,022.90	$0.00	$0.00	$0.00	$0.00	$0.00	$195,962.65	$2,720,673.45
Day 74	2-Jul	$756,261.70	$536,609.00	$53,361.00	$796,628.30	$64,249.00	$0.00	$2,576,110.00	$7,737.11	$405,520.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,989,367.41
Day 75	3-Jul	$738,597.60	$380,312.00	$100,254.00	$689,742.40	$82,352.00	$10.77	$1,991,268.77	$3,030.00	$655,448.30	$0.00	$0.00	$0.00	$0.00	$0.00	$658,478.30	$2,649,745.07

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 10, 2010

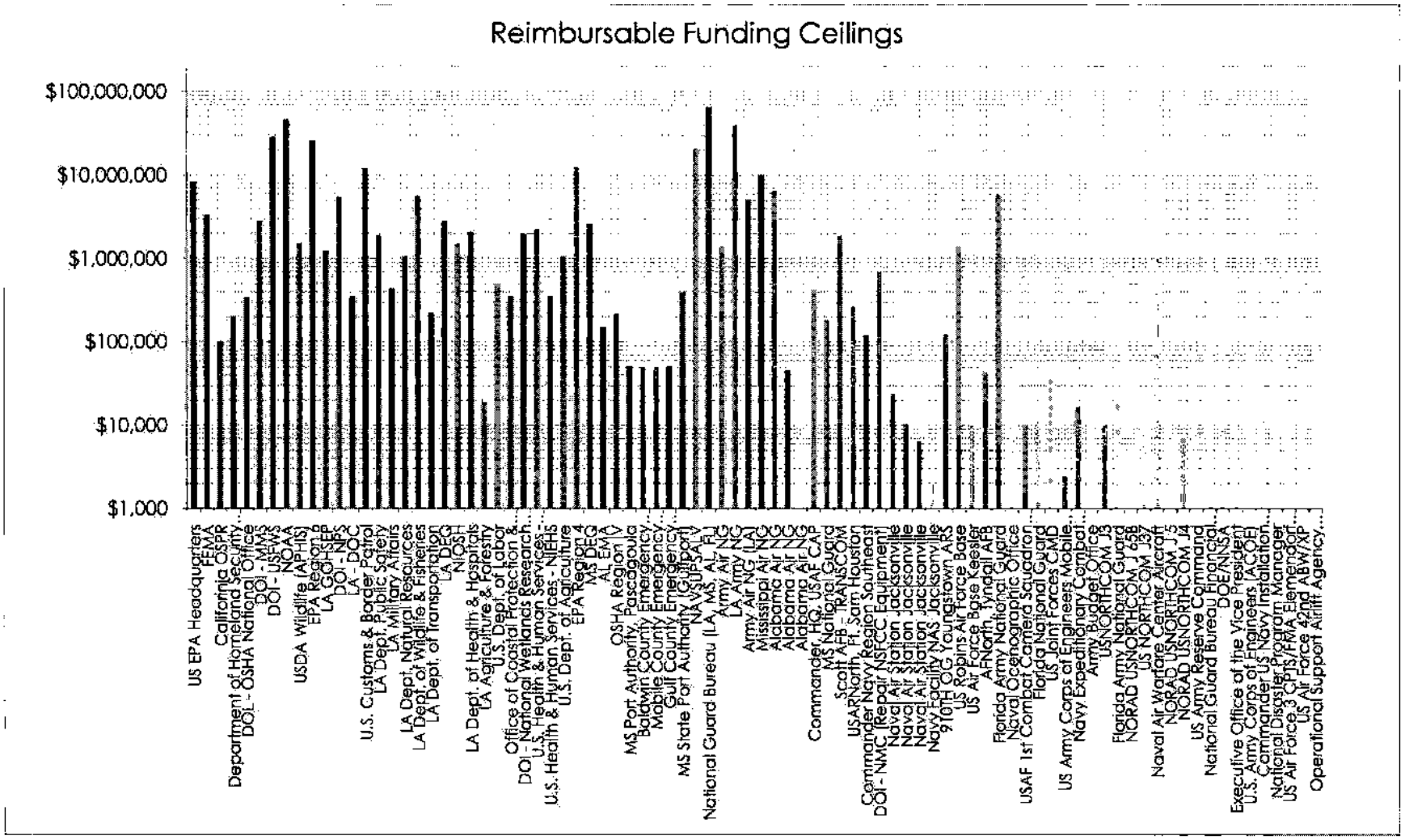
DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 76	4-Jul	$794,695.30	$606,472.00	$125,640.90	$682,868.20	$84,249.00	$32.31	$2,183,757.71	$2,578.65	$248,925.50	$0.00	$0.00	$9,800.00	$0.00	$0.00	$258,304.15	$2,442,061.86
Day 77	5-Jul	$763,383.80	$1,153,228.00	$98,105.25	$398,299.20	$84,249.00	$10.77	$2,483,276.02	$20,158.22	$441,432.86	$6,676,443.82	$172,787.84	$0.00	$0.00	$1,383,840.00	$8,595,060.74	$11,058,336.76
Day 78	6-Jul	$778,508.25	$351,072.00	$17,787.00	$483,951.40	$23,232.00	$0.00	$1,632,548.65	$3,644.61	$1,809,287.58	$0.00	$0.00	$0.00	$0.00	$18,740,357.00	$20,553,259.19	$22,185,817.84
Day 79	7-Jul	$895,983.40	$458,912.00	$82,928.70	$473,684.30	$84,249.00	$0.00	$1,974,657.40	$14,487.41	$620,244.00	$0.00	$197,570.00	$0.00	$0.00	$65,368.59	$897,680.00	$2,872,327.40
Day 80	8-Jul	$876,318.20	$458,912.00	$37,898.50	$321,242.20	$64,249.00	$0.00	$1,758,718.90	$8,570.35	$1,034,748.10	$0.00	$234,542.20	$0.00	$0.00	$0.00	$1,279,160.65	$3,035,876.55
Day 81	9-Jul	$850,780.76	$774,432.00	$92,573.25	$725,337.00	$29,232.00	$201.88	$2,566,538.58	$9,159.79	$342,000.00	$0.00	$28,406.88	$0.00	$0.00	$0.00	$379,566.76	$2,946,103.46
Day 82	10-Jul	$804,877.50	$774,432.00	$98,292.35	$524,314.20	$76,121.00	$0.00	$2,278,137.05	$3,393.84	$483,410.10	$0.00	$215,507.33	$0.00	$0.00	-$23,600.00	$678,711.27	$2,956,848.32
Day 83	11-Jul	$879,843.70	$1,319,007.00	$112,361.50	$818,433.10	$76,051.00	$253.67	$3,204,068.97	$1,528.61	$333,800.00	$0.00	$378,982.67	$2,009,560.00	$179,850.00	$8,684,275.00	$9,485,994.28	$12,690,064.25
Day 84	12-Jul	$1,195,838.25	$1,582,828.00	$115,211.25	$572,984.00	$72,650.00	$0.00	$3,429,321.50	$421,122.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,021,486.85	$1,727,442.00	$104,296.50	$874,181.00	$89,268.00	$0.00	$3,600,653.15	$3,604.00	$896,124.20	$0.00	$101,781.98	$0.00	$100,000.00	$0.00	$1,101,490.18	$4,700,143.33
Day 86	14-Jul	$1,112,149.70	$1,452,099.00	$109,832.60	$610,253.80	$71,295.00	$0.00	$3,265,430.10	$19,249.10	$548,486.40	$0.00	$268,912.05	$0.00	$5,730,190.00	$14,756.00	$6,580,593.55	$9,856,023.65
Day 87	15-Jul	$1,084,590.45	$1,410,860.00	$74,482.85	$468,408.80	$89,127.00	$168.68	$3,087,427.78	$12,067.67	$405,875.00	$0.00	$0.00	$390,515.34	$0.00	$0.00	$808,397.41	$3,896,825.17
Day 88	16-Jul	$1,123,573.40	$1,417,567.00	$27,489.00	$271,482.00	$84,590.00	$0.00	$2,804,701.40	$7,793.58	$906,865.50	$0.00	$530,867.17	$0.00	$500,000.00	$0.00	$1,745,326.25	$4,550,027.65
Day 89	17-Jul	$995,343.12	$1,650,924.00	$82,871.25	$487,153.00	$87,265.00	$0.00	$3,283,556.37	$2,231.46	$830,500.00	$0.00	$94,604.95	$0.00	$15,061,049.00	$0.00	$15,988,385.41	$19,271,941.78
Day 90	18-Jul	$971,190.35	$1,633,768.00	$122,649.45	$249,155.50	$71,636.00	$0.00	$3,048,419.30	$5,290.25	$236,813.16	$0.00	$56,813.98	$0.00	$50,000.00	$0.00	$349,017.39	$3,397,436.69
Day 91	19-Jul	$1,197,443.95	$1,704,348.00	$107,207.10	$381,011.00	$67,230.00	$0.00	$3,457,240.05	$1,818.65	$321,350.00	$0.00	$284,402.58	$0.00	$0.00	$1,466,113.51	$2,073,684.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.50	$1,233,759.00	$105,509.25	$345,878.70	$84,791.00	$407.51	$2,893,688.96	$28,287.12	$285,566.00	$0.00	$108,131.55	$28,000.00	$0.00	$3,533,350.48	$3,985,315.15	$6,879,004.11
Day 93	21-Jul	$1,085,025.90	$1,110,254.00	$53,158.30	$367,658.00	$60,997.00	$0.00	$2,658,238.20	$221,784.41	$189,500.00	$0.00	$139,488.84	$0.00	$0.00	$11,698.50	$562,427.75	$3,220,665.95
Day 94	22-Jul	$1,098,847.10	$690,642.00	$75,837.30	$387,416.60	$84,421.00	$149.61	$2,487,313.51	$863.31	$443,520.30	$0.00	$171,479.95	$0.00	$0.00	$12,576,500.00	$13,194,462.56	$15,681,776.07
Day 95	23-Jul	$824,711.80	$814,530.00	$0.00	$225,542.10	$23,232.00	$149.61	$1,888,165.31	$15,627.19	$279,000.00	$0.00	$117,972.17	$0.00	$0.00	$0.00	$412,599.36	$2,300,764.67
Day 96	24-Jul	$610,380.00	$957,828.00	$0.00	$55,514.80	$0.00	$0.00	$1,623,722.80	$8,539.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$148,539.28	$1,772,262.08
Day 97	25-Jul	$358,148.40	$913,824.00	$0.00	$206,806.50	$0.00	$0.00	$1,478,778.90	$0.00	$51,500.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,646.00	$1,601,422.90
Day 98	26-Jul	$1,106,435.65	$1,052,280.00	$16,170.00	$196,724.00	$84,421.00	$426.60	$2,456,437.25	$3,128.47	$225,694.00	$0.00	$0.00	$0.00	$0.00	$451,723.00	$680,546.47	$3,116,983.72
Day 99	27-Jul	$1,003,216.80	$1,052,260.00	$88,722.50	$223,887.50	$64,421.00	$183.37	$2,412,471.17	$318.98	$374,000.00	$0.00	$0.00	$0.00	$9,347,309.97	$90,046.96	$9,811,675.91	$12,224,146.08
Day 100	28-Jul	$1,094,295.80	$925,857.00	$88,024.40	$285,389.70	$74,177.00	$146.82	$2,465,850.72	$2,624.23	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.00	$520,031.23	$2,985,881.95
Day 101	29-Jul	$1,072,589.00	$772,268.00	$84,730.80	$182,282.90	$84,421.00	$319.88	$2,176,622.68	$6,155.36	$433,000.00	$0.00	$0.00	$0.00	$12,155,000.00	$0.00	$12,594,155.36	$14,770,777.97
Day 102	30-Jul	$948,887.70	$952,164.00	$77,777.70	$197,886.20	$84,421.00	$0.00	$2,240,896.60	$666.20	$247,500.00	$0.00	$0.00	$0.00	$9,072,178.00	$0.00	$9,320,344.20	$11,561,240.80
Day 103	31-Jul	$948,337.75	$1,196,896.00	$61,448.00	$104,100.00	$23,232.00	$186.07	$2,334,199.82	$438.00	$361,076.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,361,512.40	$4,695,708.22
Day 104	1-Aug	$799,778.00	$1,116,201.00	$158,214.00	$64,421.00	$0.00	$0.00	$2,138,614.00	$0.00	$1,694,243.00	$0.00	$0.00	$0.00	$0.00	$31,792,754.80	$33,486,997.80	$35,625,611.80
Day 105	2-Aug	$970,087.19	$977,858.00	$114,127.88	$130,456.80	$41,149.00	$10.77	$2,233,609.68	$5,734.09	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,734.09	$2,511,343.77
Day 106	3-Aug	$925,879.00	$622,398.00	$69,935.00	$165,132.00	$80,069.00	$0.00	$1,873,413.00	$5,283.69	$477,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,883.69	$2,356,296.69
Day 107	4-Aug	$994,774.70	$41,094.00	$98,835.00	$122,085.80	$38,880.00	$312.38	$1,286,091.98	$30,632.06	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,218,758.53	$17,822,990.59	$19,109,082.57
Day 108	5-Aug	$1,012,574.20	$318,899.00	$96,667.24	$308,568.50	$78,817.00	$110.73	$1,815,634.67	$1,532.72	$202,500.00	$0.00	$0.00	$0.00	$4,113,093.70	$8,491,120.64	$12,808,247.06	$14,623,781.73
Day 109	6-Aug	$934,330.10	$270,819.00	$108,338.00	$167,087.60	$80,069.00	$0.00	$1,560,644.70	$635.96	$346,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$347,035.96	$1,907,680.66
Day 110	7-Aug	$746,111.89	$135,793.00	$93,511.11	$38,434.60	$78,817.00	$186.08	$1,090,853.68	$438.00	$231,500.00	$0.00	$0.00	$0.00	$2,725,180.23	$0.00	$2,957,118.23	$4,047,969.91
Day 111	8-Aug	$682,162.50	$214,216.00	$11,319.00	$176,362.00	$78,817.00	$97.82	$1,162,974.32	$600.96	$3,802,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,803,200.96	$4,966,175.28
Day 112	9-Aug	$820,127.75	$0.00	$68,398.10	$49,382.00	$68,817.00	$126.57	$998,832.42	$2,600.00	$775,000.00	$0.00	$0.00	$0.00	$1,817,874.00	$0.00	$2,595,474.00	$3,594,306.42
Day 113	10-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 114	11-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 115	12-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 116	13-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 117	14-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 119	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	TOTAL	$68,808,902.48	$59,794,066.50	$3,049,458.51	$33,381,674.10	$3,840,748.00	$3,521.68	$186,878,371.25	$2,817,795.80	$49,641,732.84	$18,587,710.44	$3,079,010.23	$11,336,545.34	$175,932,808.33	$183,551,488.52	$444,845,681.50	$811,824,282.76

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 25% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8,990,357.12	38-10-29-DW-YY-021	$6,223,749.97	90	$62,891.75	$2,126,518.15	$5,712,982.64	$5,712,982.64	Yes	April 30 to July 31, 2010.
FEMA	$3,371,333.00	38-10-29-DW-YY-023	$2,080,222.22	60	$56,222.22	$1,291,110.98			Yes	June 3 to July 28. Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	38-10-29-DW-YY-027	$46,666.67	30	$3,333.33	$53,333.33			Yes	OSPR to provide aircraft use for 30 days 16 July to 15 August.
Department of Homeland Security (DHS)	$200,000.00	38-10-29-DW-YY-017	$33,333.33	120	$1,666.67	$166,666.67	$166,171.00	$166,171.00	Yes	6 July to 31 November 2010. FAA aircraft to transport and support the MIC.
DOL - OSHA National Office	$343,999.23	38-10-29-DW-YY-021	$343,999.23	30	$11,446.84	$0.00	$166,171.00	$166,171.00		Analysis of Worker Safety IRT NSP. April 22 - May 31.
DOI - MMS	$2,839,000.00	38-10-29-DW-YY-001	$2,106,777.78	90	$31,444.44	$732,222.22			Yes	April 23 thru May 22, amendment for FRTG extended period until July 15
DOI - USFWS	$26,543,138.00	38-10-29-DW-YY-002	$25,136,002.13	67	$420,018.68	$3,408,135.86				May 1 - August 7th.
NOAA	$46,448,391.00	38-10-29-DW-YY-007	$25,954,209.25	120	$387,077.75	$20,494,190.75			Yes	April 24 - September 6th. Two components of PRFA - personnel costs and Seafood Surveillance
USDA Wildlife (APHIS)	$1,834,467.00	38-10-29-DW-YY-006	$716,093.53	120	$12,767.35	$818,373.47	$76,987.80	$76,987.80	Yes	May 1 - September 2.
EPA Region 6	$30,072,129.10	38-10-29-DW-YY-005	$18,540,180.88	90	$269,992.72	$7,931,948.47	$10,883,881.27	$10,883,881.27	Yes	April 23 - July 31, 2010.
LA GOHSEP	$1,250,000.00	38-10-29-DW-YY-009	$1,146,833.33	60	$29,833.33	$104,166.67	$988,988.51	$988,988.51		May 4 - June 28.
DOI - NPS	$5,550,000.00	38-10-29-DW-YY-007	$3,823,333.33	90	$61,666.67	$1,726,666.67			Yes	April 30 - July 31.
LA - DOC	$549,280.00	38-10-29-DW-YY-008	$308,539.50	60	$8,821.80	$240,740.50	$25,569.61	$25,569.61		May 1 - June 30.
U.S. Customs & Border Patrol	$12,180,888.97	38-10-29-DW-YY-009	$7,191,467.98	90	$135,120.90	$4,989,473.29			Yes	May 5 - July 5. Amendment for armed aircraft flights for a cost until 31 August.
LA Dept. Public Safety	$1,909,000.00	38-10-29-DW-YY-010	$643,141.87	120	$15,908.33	$1,065,858.33	$1,239,844.04	$1,239,844.04	Yes	April 29 - August 19
LA Military Affairs	$437,784.00	38-10-29-DW-YY-011	$283,703.19	78	$5,561.57	$148,080.81	$329,719.95	$329,719.95	Yes	May 10 - August 19
LA Dept. Natural Resources	$1,078,338.70	38-10-29-DW-YY-012	$541,822.00	90	$11,948.22	$539,517.70	$531,978.96	$531,978.96	Yes	May 8 - August 19.
LA Dept. of Wildlife & Fisheries	$8,788,076.05	38-10-29-DW-YY-013	$5,595,406.44	64	$109,634.78	$213,669.38	$5,060,136.19	$5,060,136.19		April 26 - July 16.
LA Dept. of Transportation	$221,858.00	38-10-29-DW-YY-014	$139,291.95	90	$2,465.42	$93,666.64	$96,024.99	$96,024.99	Yes	May 10 - August 20.
LA DEQ	$2,837,258.00	38-10-29-DW-YY-015	$1,229,477.40	120	$29,643.80	$1,607,778.40	$764,255.18	$764,255.18	Yes	May 10 - August 18.
NOAA	$1,320,980.00	38-10-29-DW-YY-016	$1,165,786.67	60	$25,349.17	$154,804.55			Yes	May 1 - July 31, 2010.
LA Dept. of Health & Hospitals	$2,077,291.50	38-10-29-DW-YY-017	$693,427.00	90	$23,080.90	$1,384,864.00	$503,187.16	$503,187.16	Yes	May 14 - July 29
LA Agriculture & Forestry	$18,858.29	38-10-29-DW-YY-018	$14,168.22	90	$314.80	$4,722.07	$30,845.39	$12,403.81	Yes	May 14 - June 14. Amendment extended 30 days with cost.
U.S. Dept. of Labor	$908,518.12	38-10-29-DW-YY-019	$500,518.12	45	$11,129.29					May 14 to June 30.
Office of Coastal Protection & Restoration	$353,600.00	38-10-29-DW-YY-020	$353,600.00	45	$7,857.78		$338,956.13	$338,956.13		April 26 to May 31.
DOI - National Wetlands Research Center	$1,980,000.00	38-10-29-DW-YY-021	$1,485,000.00	90	$33,000.00	$495,000.00			Yes	June 9 - Aug 15.
U.S. Health & Human Services - Response	$2,275,000.00	38-10-29-DW-YY-023	$1,585,000.00	75	$30,333.33	$810,000.00			Yes	1 June - 31 August.
U.S. Health & Human Services / NIEHS	$362,000.00	38-10-29-DW-YY-024	$168,428.57	56	$6,285.71	$186,571.43			Yes	5 June - 31 July
U.S. Dept. of Agriculture	$1,097,650.00	38-10-29-DW-YY-011	$441,432.50	104	$10,265.07	$628,218.26	$98,886.31	$98,886.31	Yes	May 17 - August 31, 2010.
EPA Region 4	$12,420,100.00	38-10-29-DW-YY-004	$11,110,931.33	60	$213,889.83	$1,709,350.87	$10,295,901.01	$10,295,901.01		April 30 - July 31.
MS-DEQ	$2,830,000.00	38-10-29-DW-YY-002	$1,666,999.67	90	$29,222.22	$864,333.33	$449,066.82	$449,066.82	Yes	April 30 - July 31st.
AL EMA	$190,000.00	38-10-29-DW-YY-005	$142,500.00	60	$3,800.00	$47,500.00	$87,344.44	$87,344.44		April 30 - June 30.
DOI-R Region IV	$220,000.00	38-10-29-DW-YY-004	$194,000.00	30	$7,933.33	$26,000.00			Yes	June 5 - Jul 5.
MS Port Authority, Pascagoula	$50,000.00	38-10-29-DW-YY-006	$25,333.33	30	$1,666.67	$21,666.67			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile by providing pier space at Pascagoula.
Baldwin County Emergency Management, AL	$50,000.00	38-10-29-DW-YY-000	$25,333.33	30	$1,666.67	$21,666.67			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Mobile County Emergency Management, AL	$50,000.00	38-10-29-DW-YY-007	$25,333.33	30	$1,666.67	$21,666.67	$20,364.00	$20,364.00	Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Gulf County Emergency Management, FL	$50,000.00	38-10-29-DW-YY-008	$15,666.67	30	$1,666.67	$33,333.33	$20,364.00	$20,364.00	Yes	August 1 to August 31. Provide County support to ICP Mobile and staging areas for response operations.
MS State Port Authority (Gulfport)	$400,000.00	38-10-29-DW-YY-009	$306,666.67	90	$6,666.67	$93,333.33	$346,120.47	$346,120.47	Yes	May 12 - June 30. Amendment carries them through the end of June.
NAVSUP/BALV	$21,412,835.40	38-10-84-DW-YY-002	$8,278,629.88	150	$142,752.24	$13,134,205.71			Yes	April 27 to September 21 from MOD 5.
National Guard Bureau (LA, MS, AL, FL)	$85,846,088.65	38-10-84-DW-YY-078	$15,942,986.24	175	$278,290.50	$45,988,220.41			Yes	May 1 to September 30, from MOD 13. See exploded view and details in MIPR.
Army Air NG	$1,403,920.00	38-10-84-DW-YY-079	$619,623.00	120	$11,691.00	$784,297.00			Yes	May 1 to September 28
LA Army NG	$39,908,922.00	38-10-84-DW-YY-080	$14,101,190.44	150	$265,999.45	$25,807,788.56			Yes	May 1 to September 30 via MOD 84.
Army Air NG (LA)	$5,131,620.17	38-10-84-DW-YY-081	$2,286,465.66	120	$42,763.50	$2,868,154.96			Yes	May 1 to 18 August. Various components and periods of performance.
Mississippi Air NG	$10,044,282.35	38-10-84-DW-YY-082	$3,916,973.10	90	$111,603.25	$4,129,340.19			Yes	May 8 to August 7. Various components of NG at various states.
Alabama Air NG	$6,808,830.90	38-10-84-DW-YY-083	$2,809,752.13	120	$55,073.99	$3,809,077.77			Yes	May 5 - July 15
Alabama Air NG	$45,500.00	38-10-84-DW-YY-084	$34,125.00	60	$758.33	$11,375.00			Yes	May 8 - Aug 5.
Alabama Air NG	$0.00	38-10-84-DW-YY-085	$0.00	90	$0.00	$0.00				MIPR closed out with no use of funding on 7/9/2010.
Commander, HQ, USAF CAP	$425,955.00	38-10-84-DW-YY-087	$188,586.91	126	$3,126.43	$256,788.09			Yes	May 7 until 250 hours of flight time completed or ends 7 October 2010.
MS National Guard	$184,500.00	38-10-84-DW-YY-088	$159,900.00	45	$4,100.00	$24,600.00				May 8 - June 8.
Scott AFB - TRANSCOM	$1,804,772.40	38-10-84-DW-YY-089	$1,231,602.96	90	$31,579.54	$869,170.34			Yes	No period of performance stated on MIPR - coordination with TRANSCOM.
USAF/Keith, FL Sam Houston	$267,416.00	38-10-84-DW-YY-090	$214,866.57	81	$4,383.67	$52,808.43				May 7 - July 31.

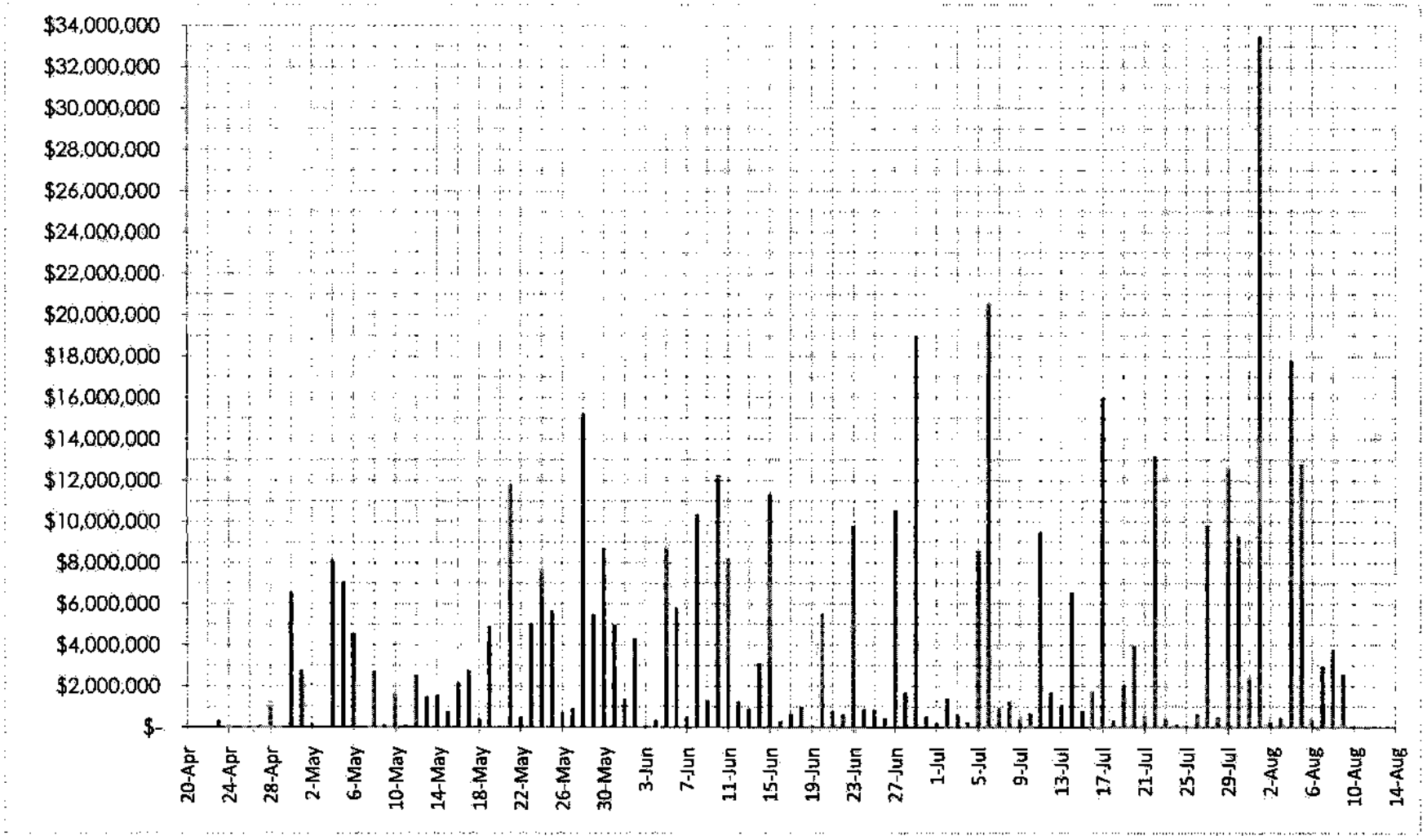
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 10, 2010

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 25% of the ceiling?	Valid Period of Performance
Commander Navy Region Southeast	$722,000.00	28-10-84-SW-FY-091	$62,888.87	120	$1,018.87	$89,133.35			Yes	April 28 - August 31.
DOI - NMC (Repair NSFCC Equipment)	$995,411.00	28-10-84-SW-FY-092	$197,067.92	120	$5,420.09	$509,342.96			Yes	May 27 - Feb 28, 2011. Maintenance contract for NSFCC response equipment.
Naval Air Station Jacksonville	$24,307.82	28-10-84-SW-FY-094	$10,531.37	90	$270.00	$13,771.65			Yes	May 20 - September 30
Naval Air Station Jacksonville	$18,414.40	28-10-84-SW-FY-095	$4,050.04	60	$115.72	$8,564.36			Yes	May 20 - October 2
Naval Air Station Jacksonville	$6,400.20	28-10-84-SW-FY-096	$6,400.20	30	$213.34	[redacted]			[redacted]	May 20 - July 20.
Navy Facility NAS Jacksonville	$2,133.40	28-10-84-SW-FY-097	$1,244.51	60	$35.58	$888.90			Yes	May 20 - July 20.
910TH/OG Youngstown ARB	$125,000.00	28-10-84-SW-FY-098	$125,000.00	45	$2,777.78	[redacted]			[redacted]	May 1 to June 11.
US Robins Air Force Base	$1,400,000.00	28-10-84-SW-FY-099	$1,400,000.00	45	$31,111.11	[redacted]			[redacted]	May 1 to June 11.
US Air Force Base Kenaba	$10,000.00	28-10-84-SW-FY-100	$10,000.00	45	$222.22	[redacted]			[redacted]	Funding for minefilying support for C130 aircraft - 20 May to 5 July.
AFReurh, Tyndall AFB	$43,680.36	28-10-84-SW-FY-101	$31,154.10	81	$536.76	$12,348.28			Yes	May 1 to July 31.
Florida Army National Guard	$5,870,382.00	28-10-84-SW-FY-102	$1,712,186.00	120	$48,919.60	$4,158,196.00			Yes	May 25 to 19 August.
Naval Oceanographic Office	$43,500.00	28-10-84-SW-FY-103	$43,500.00	4	$10,875.00	[redacted]			[redacted]	May 5 to Completion of 4 days activities.
USAF 1st Combat Camera Squadron (AFPAA)	$10,031.29	28-10-84-SW-FY-104	$10,031.29	21	$477.68	[redacted]			[redacted]	21 Days from May 1 2010.
Florida National Guard	$11,400.00	28-10-84-SW-FY-105	$9,120.00	30	$380.00	$2,280.00			Yes	June 9 - July 8
US Joint Forces CMD	$42,047.60	28-10-84-SW-FY-118	$18,881.22	31	$678.35	$23,166.38			Yes	1 May - 18 July
US Army Corps of Engineers Mobile District	$2,500.00	28-10-84-SW-FY-120	$2,500.00	45	$55.56	[redacted]			[redacted]	1 May - 21 May
Navy Expeditionary Combat Command	$18,823.95	28-10-84-SW-FY-121	$18,823.95	21	$801.12	[redacted]			[redacted]	1 May - 21 May
Army Budget Office	$24,339.53	28-10-84-SW-FY-122	$24,339.53	30	$811.32	[redacted]			[redacted]	24 May to 24 July
USNORTHCOM J3	$9,789.58	28-10-84-SW-FY-123	$9,789.58	20	$326.45	[redacted]			[redacted]	4 NG PAO's to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$21,287.00	28-10-84-SW-FY-126	$21,287.00	31	$686.05	[redacted]			[redacted]	4 NG PAO's to support Deepwater. Period of performance 30 days - 24 May to 24 June.
NORAD USNORTHCOM J 958	$3,392.00	28-10-84-SW-FY-127	$3,392.00	14	$238.00	[redacted]			[redacted]	11 June to 25 June or 14 Days of activity.
US NORTHCOM J37	$10,078.00	28-10-84-SW-FY-128	$9,102.71	31	$325.10	$975.29			[redacted]	17-29 June to 29 July (two components 13 days & 31 days - Hurricane Planners for UAC)
Naval Air Warfare Center Aircraft	$980,914.40	28-10-84-SW-FY-129	$980,914.40	45	$20,644.52	[redacted]			[redacted]	28 June - 9 August, extension of time at no cost.
NORAD USNORTHCOM J 5	$6,000.00	28-10-84-SW-FY-130	$6,000.00	31	$193.56	[redacted]			[redacted]	5 June to 6 July
NORAD USNORTHCOM J4	$7,978.00	28-10-84-SW-FY-131	$7,978.00	31	$238.00	[redacted]			[redacted]	17 June to 18 July.
US Army Reserve Command	$78,000.00	28-10-84-SW-FY-132	$79,000.00	21	$3,761.90	[redacted]			[redacted]	Provide EPLOs to UAC for 21 days beginning 1 May.
National Guard Bureau Financial Mgmt	$1,191,480.00	28-10-84-SW-FY-133	$794,320.00	60	$19,858.00	$397,160.00			Yes	MS Air Guard - AirOps Supt. Three components - $603 640 (26 June - 26 July); $157,880 (25 June - 29 July), and $157,880 (21 Ma - 21 June). WOO 69 provide funding through 7 August.
DOE/NNSA	$6,387,400.00	28-10-84-SW-FY-134	$1,277,480.00	100	$63,874.00	$5,109,920.00			Yes	NSAC coordination with Deepwater for 100 days from 24 April to 3 August 2010.
Executive Office of the Vice President	$75,000.00	28-10-84-SW-FY-135	$75,000.00	2	$0.00	$0.00			[redacted]	Travel arrangements for VP for one day visit to Gulf Coast - period of performance 29 June 2010
U.S. Army Corps of Engineers (ACOE)	$50,000.00	28-10-84-SW-FY-136	$50,666.67	30	$2,666.67	$29,333.33			Yes	Two Scientists to track oil in Loop Current - for 30 days from 3 July to 3 August
Commander US Navy Installation Command	$12,675,500.00	28-10-84-SW-FY-137	$6,149,488.89	90	$139,761.11	$6,429,011.11			Yes	Provide 27 skimming vessels, 4 harbor boaters up to 36 tow vessels and support personnel from 20 June to 18 September.
National Disaster Program Manager	$60,048.96	28-10-84-SW-FY-138	$58,035.48	60	$1,000.52	$22,011.48			Yes	Provide support to IASC through 7 August.
US Air Force 3 CPTS/FNA Elmendorf AFB	$11,986.50	28-10-84-SW-FY-139	$1,234.83	180	$64.98	$10,481.67			Yes	Provide dedal port of embarkation/debarkation for all spill recovery personnel in support of Deepwater Operations, beginning 11 May
US Air Force 42nd ABW/KF	$30,000.00	28-10-84-SW-FY-188	$12,500.00	60	$500.00	$17,500.00			Yes	Prepare and provide a safe haven for severe weather evacuations of up to 900 OS personnel in support of Deepwater. 12 Jul - 12 Sep.
Operational Support Airlift Agency, Ft. Belvoir	$339,913.00	28-10-84-SW-FY-158	$252,195.00	31	$10,895.00	$87,720.00			Yes	Provide 155 flight hours for C-23 aircraft - 31 days (12 July thru 13 August)
Total:	$30,484,096.88		$191,883,898.86		$3,837,697.49	$178,348,287.98	$46,853,983.81	$46,898,148.84		
Total PIFAs:	$175,992,498.89									
Total MIPRs:	$14,941,489.91									

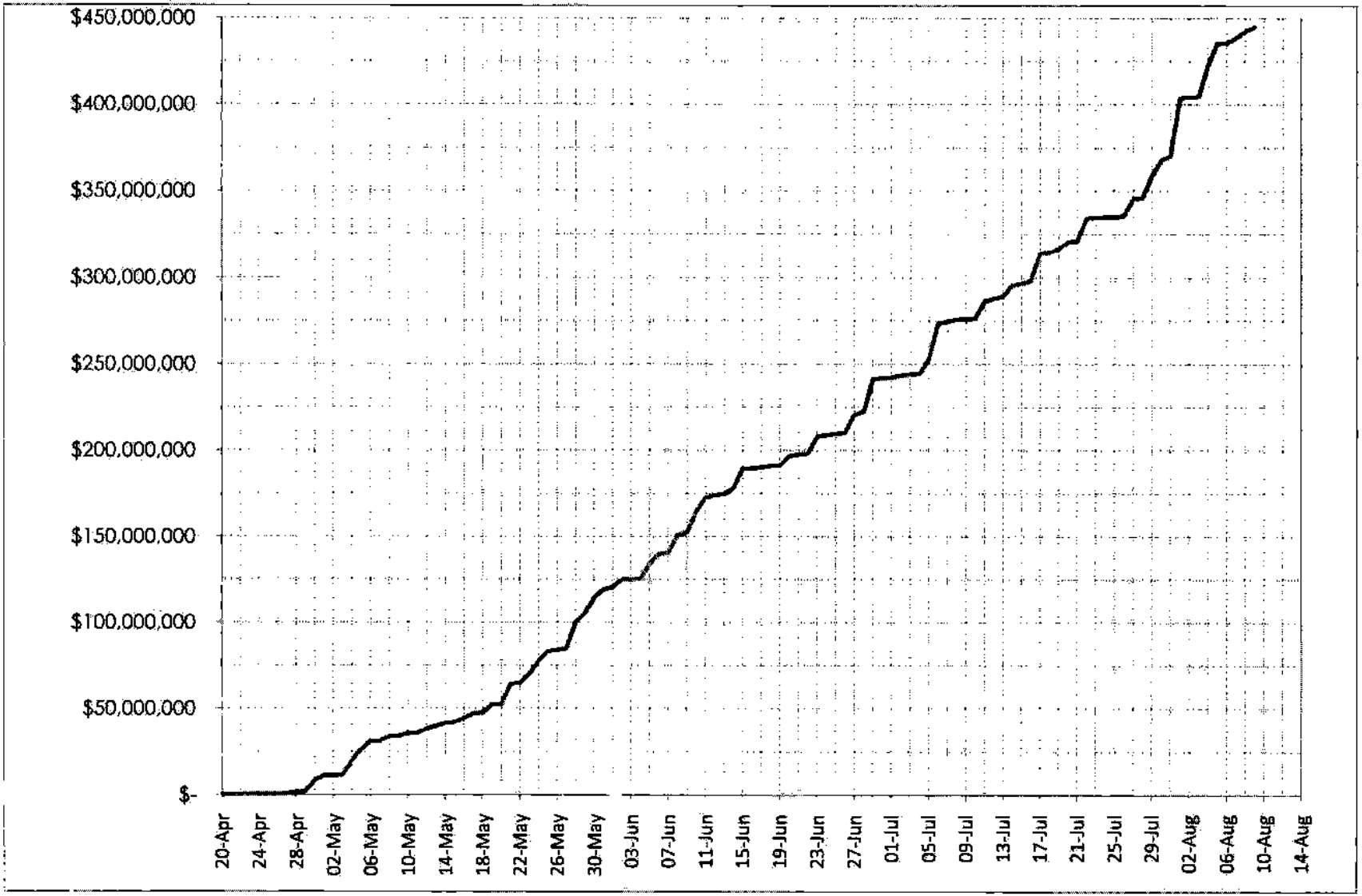
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 10, 2010



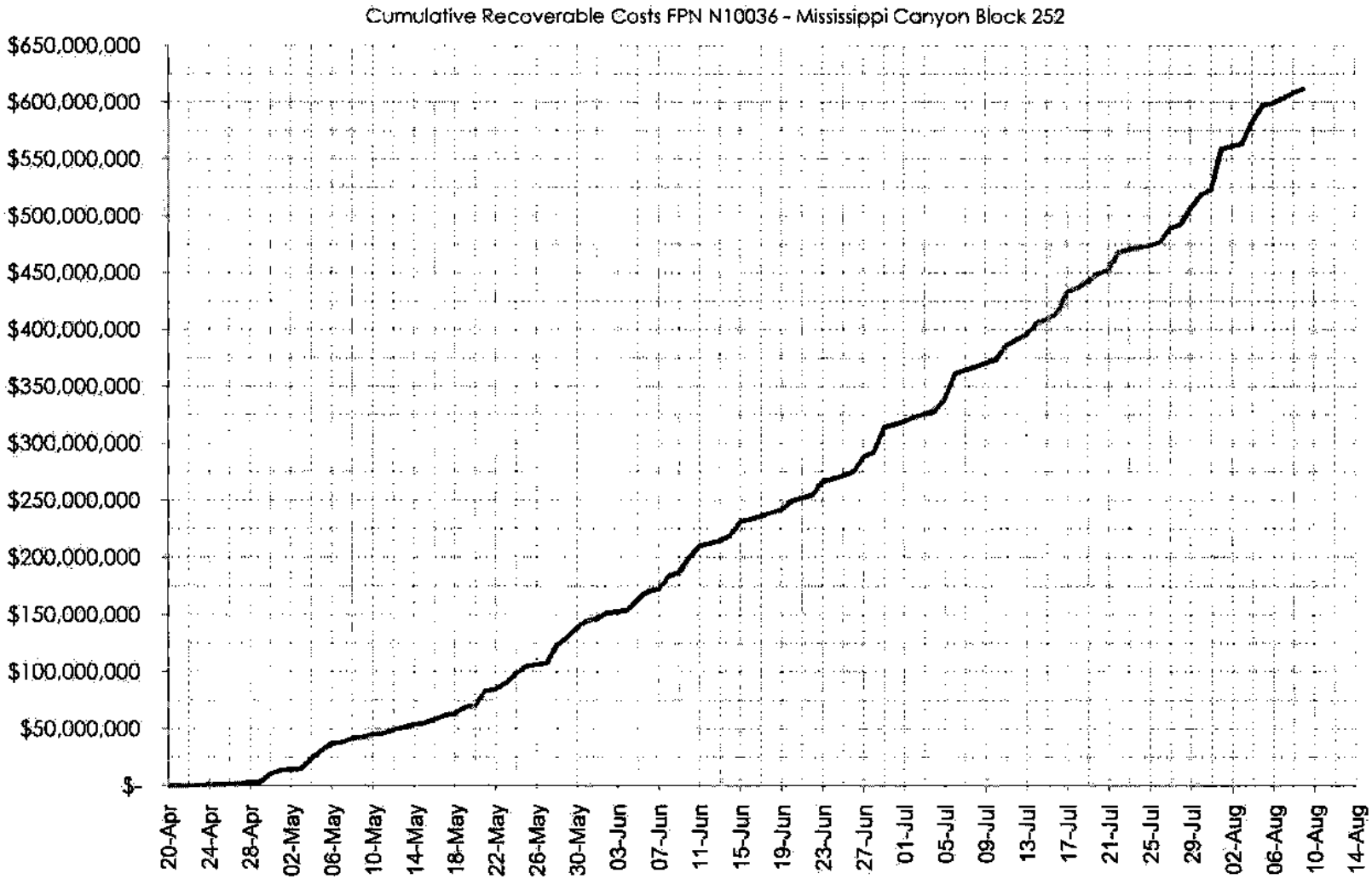
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 9, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 9, 2010
Cumulative Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 10, 2010



Executive Summary

Project Summary

Current Federal Project Ceiling:	$	541,767,579.00
Obligations to Date:	$	446,036,054.55
Federal Project Ceiling Remaining:	$	95,731,524.45

Outlays Per Core Accounting System	$	78,508,575.63

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining in The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	21,320,422.40

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	427,004,611.20
B	**Expenditures**	$	105,165,715.57
C	**Total Obligations** *(A + B)*	$	532,170,326.77

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	662,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	532,170,326.77
G	**Remaining Balance** *((D-(E+F))*	$	124,736,124.80
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	103,415,702.40
I	**Available for future project response** *((G - H)(notes2, 3)*	$	21,320,422.40

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	222,008,591.54
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	-

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $400 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 4/20/2010 **to** 8/10/2010

		FPN Ceiling:	**$541,767,579.00**
Coast Guard Recoverable Costs			
Total Coast Guard Personnel Costs		$67,699,322.71	
Total Coast Guard Cutter Costs		$60,306,106.50	
Total Coast Guard Small Boat Costs		$3,094,330.26	
Total Coast Guard Aircraft Costs		$33,464,701.20	
Total Coast Guard Equipment Costs		$3,915,405.00	
Total Coast Guard Vehicles Costs		$3,582.92	
Total Coast Guard Recoverable Costs:		**$168,483,448.59**	
OSLTF-Funded Coast Guard Direct Costs			
Total Coast Guard Purchases		$2,823,104.29	
Total Coast Guard Travel Orders		$50,264,232.84	
Total Coast Guard GTR Costs - Doc Type 14 Obligations:		$462,354.56	
Total Coast Guard Reserves - Doc Type 71 Obligations		$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations		$3,079,010.23	
Total for Contractors		$11,335,545.34	
Total OSLTF-Funded Coast Guard Direct Costs:		**$86,551,957.70**	**$86,551,957.70**
Other Removal Costs Funded From the OSLTF:			
Total PRFA Costs:		$175,932,608.33	
Total MIPR Costs:		$183,551,488.52	
Total Other Removal Costs Funded From the OSLTF:		**$359,484,096.85**	**$359,484,096.85**
Total Incident Costs To Date:		**$614,519,503.14**	
Total Costs Funded from the OSLTF:			**$446,036,054.55**
Ceiling Remaining (Not Obligated)			**$95,731,524.45**
	Percentage of Ceiling Remaining		**17.7%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010

Name: Mississippi Canyon Block 252 Oil Spill

The Period	4/20/2010	Thru	8/10/2010

Daily Summary			
	N10036	Printed: 8/11/2010	21:56
Ceiling:	$541,767,579.00		
Prev-Period:	$0.00		
This-Period:	$445,573,699.99		
Balance:	$96,193,879.01		

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$98,052.00	$0.00	$0.00	$0.00	$0.00	$0.00	$98,052.00	$35,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$439,260.00
Day 5	24-Apr	$106,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$106,144.00	$3,518.00	$107,026.00	$0.00	$0.00	$0.00		$0.00	$110,644.00	$216,688.00
Day 6	25-Apr	$125,836.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,836.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,936.00
Day 7	26-Apr	$130,628.00	$0.00	$0.00	$178,865.70	$0.00	$0.00	$309,493.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,439.00	$0.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,184.60
Day 9	28-Apr	$123,425.00	$0.00	$0.00	$151,121.30	$0.00	$0.00	$274,546.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,601.30
Day 10	29-Apr	$163,587.00	$0.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$161,318.00	$0.00	$0.00	$85,608.40	$0.00	$0.00	$246,926.40	$0.00	$884,257.59	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,584,257.59	$6,831,183.99
Day 12	1-May	$205,560.00	$211,680.00	$0.00	$211,199.50	$0.00	$0.00	$628,439.50	$0.00	$283,601.39	$0.00	$0.00	$0.00	$2,510,035.00	$0.00	$2,793,636.39	$3,422,075.89
Day 13	2-May	$184,591.00	$211,680.00	$0.00	$163,650.90	$0.00	$0.00	$559,921.90	$0.00	$171,064.00	$0.00	$0.00	$0.00		$0.00	$171,064.00	$730,985.90
Day 14	3-May	$138,953.00	$211,680.00	$0.00	$129,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	4-May	$105,669.00	$211,680.00	$0.00	$159,156.00	$0.00	$0.00	$476,505.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,338.00
Day 16	5-May	$270,524.00	$276,668.00	$0.00	$117,443.80	$782.00	$0.00	$666,317.80	$2,781.81	$177,372.58	$0.00	$0.00	$282,000.00	$6,250,000.00	$349,830.00	$7,071,984.39	$7,740,312.28
Day 17	6-May	$252,367.00	$648,848.00	$0.00	$277,776.50	$2,352.00	$0.00	$1,179,143.50	$0.00	$21,783.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,783.00	$5,730,926.50
Day 18	7-May	$348,126.00	$463,108.00	$0.00	$157,460.90	$2,352.00	$0.00	$969,046.90	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,033.15
Day 19	8-May	$332,842.00	$357,268.00	$0.00	$235,573.50	$410.00	$0.00	$926,093.50	$13,600.00	$126,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,051.50
Day 20	9-May	$276,838.00	$395,220.00	$0.00	$173,317.10	$1,626.00	$0.00	$847,101.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$262,288.00	$317,520.00	$0.00	$149,102.60	$248.00	$0.00	$729,166.60	$28,916.05	$80,243.74	$0.00	$0.00	$0.00	$1,538,825.00	$0.00	$1,627,184.79	$2,356,350.39
Day 22	11-May	$307,028.00	$246,960.00	$0.00	$146,406.00	$0.00	$0.00	$700,395.00	$45,686.52	$79,598.74	$0.00	$0.00	$0.00		$0.00	$125,265.26	$825,660.26
Day 23	12-May	$316,314.50	$211,680.00	$0.00	$196,266.10	$245.00	$0.00	$727,605.60	$5,077.21	$65,308.48	$0.00	$0.00	$2,250,170.00	$200,000.00	$0.00	$2,540,555.87	$3,268,461.27
Day 24	13-May	$345,565.00	$211,680.00	$0.00	$207,054.20	$0.00	$0.00	$764,299.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,299.20
Day 25	14-May	$336,628.00	$317,520.00	$0.00	$150,287.60	$245.00	$0.00	$806,680.60	$957.36	$0.00	$0.00	$0.00	$0.00	$1,556,781.12	$5,000.00	$1,562,738.48	$2,369,419.28
Day 26	15-May	$337,129.00	$211,680.00	$0.00	$133,404.60	$10,584.00	$0.00	$692,797.60	$15,419.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,338.30	$1,497,135.90
Day 27	16-May	$269,665.00	$284,025.00	$0.00	$111,418.60	$0.00	$0.00	$665,408.60	$12,153.18	$2,000,988.34	$0.00	$0.00	$0.00		$152,720.00	$2,165,693.52	$2,831,302.12
Day 28	17-May	$375,713.00	$269,360.00	$0.00	$138,263.60	$10,763.00	$0.00	$812,110.60	$8,787.75	$128,045.28	$0.00	$0.00	$0.00	$668,309.10	$1,968,492.00	$2,774,634.13	$3,586,759.73
Day 29	18-May	$280,840.00	$578,760.00	$0.00	$119,855.00	$11,576.00	$0.00	$991,031.00	$4,064.56	$229,950.00	$0.00	$0.00	$0.00		$212,800.00	$446,834.56	$1,437,865.56
Day 30	19-May	$384,481.00	$578,750.00	$0.00	$230,521.30	$16,994.00	$0.00	$1,179,726.30	$11,076.92	$162,899.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$6,106,178.49
Day 31	20-May	$302,514.00	$578,760.00	$0.00	$141,894.50	$0.00	$0.00	$1,022,668.50	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$358,418.00	$550,885.00	$0.00	$103,459.40	$10,482.00	$0.00	$1,023,084.40	$545.00	$224,824.28	$0.00	$0.00	$0.00	$900,000.00	$10,648,072.00	$11,811,241.29	$12,834,305.69
Day 33	22-May	$363,164.00	$423,260.00	$0.00	$167,183.70	$1,064.00	$0.00	$954,781.70	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,984.20
Day 34	23-May	$275,777.00	$155,400.00	$0.00	$181,943.60	$9,408.00	$0.00	$622,528.60	$702.50	$51,809.78	$3,603,500.00	$0.00	$0.00	$1,150,000.00	$208,392.00	$5,014,404.28	$5,636,933.18
Day 35	24-May	$268,163.50	$165,400.00	$0.00	$174,534.60	$9,408.00	$0.00	$657,496.10	$92,061.28	$219,171.78	$0.00	$0.00	$0.00	$5,619,027.00	$1,720,000.00	$7,650,260.03	$8,207,776.13
Day 36	25-May	$279,756.50	$77,700.00	$0.00	$197,968.40	$9,408.00	$0.00	$564,832.90	$13,050.26	$369,301.68	$0.00	$0.00	$1,800,000.00		$3,500,000.00	$5,682,351.94	$6,247,184.84
Day 37	26-May	$260,875.00	$77,700.00	$0.00	$178,845.80	$23,732.00	$0.00	$541,152.80	$5,648.14	$314,677.85	$0.00	$0.00	$0.00		$404,683.87	$724,909.71	$1,266,062.51
Day 38	27-May	$294,337.00	$155,400.00	$0.00	$193,427.60	$23,364.00	$0.00	$666,548.60	$6,896.00	$141,945.98	$0.00	$0.00	$787,101.00		$2,926.40	$940,869.38	$1,607,418.18
Day 39	28-May	$272,364.00	$155,400.00	$0.00	$210,014.30	$23,384.00	$0.00	$661,162.30	$33,854.61	$1,458,805.80	$589,513.04	$0.00	$0.00	$270,911.00	$12,891,361.00	$15,244,445.75	$15,905,588.05
Day 40	29-May	$259,284.00	$289,760.00	$0.00	349,275.00	$23,384.00	$0.00	$821,703.00	$4,940.52	$173,620.00	$0.00	$0.00	$0.00	$2,885,026.00	$2,424,731.73	$5,488,318.25	$6,110,021.25
Day 41	30-May	$221,194.50	$578,760.00	$0.00	$156,872.50	$9,408.00	$0.00	$966,035.00	$2,662.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$15,000.00	$8,702,087.74	$9,668,122.74
Day 42	31-May	$265,649.00	$0.00	$0.00	$139,242.00	$9,408.00	$0.00	$414,299.00	$0.00	$2,900,042.18	$0.00	$0.00	$2,052,000.00	$28,381.27	$14,083.44	$4,994,506.89	$5,408,805.89
Day 43	1-Jun	$258,892.00	$156,400.00	$0.00	$268,810.90	$9,408.00	$0.00	$692,850.90	$0.00	$94,195.68	$0.00	$0.00	$0.00		$1,258,841.00	$1,353,736.68	$2,046,387.58
Day 44	2-Jun	$289,862.50	$0.00	$0.00	$207,891.10	$28,396.00	$0.00	$525,749.60	$21,561.19	$584,396.49	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.68	$4,861,707.28
Day 45	3-Jun	$350,382.50	$275,187.50	$0.00	$286,118.50	$13,104.00	$0.00	$924,772.50	$2,325.58	$41,376.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.78	$990,474.28
Day 46	4-Jun	$494,887.00	$165,400.00	$0.00	$314,987.70	$13,104.00	$0.00	$978,488.70	$21,191.39	$350,606.43	$0.00	$0.00	$0.00		$0.00	$371,797.82	$1,350,286.52
Day 47	5-Jun	$525,281.00	$155,400.00	$0.00	$286,862.10	$24,060.00	$0.00	$981,633.10	$0.00	$489,177.00	$0.00	$0.00	$0.00	$8,227,994.28	$0.00	$8,717,171.28	$9,708,804.39
Day 48	6-Jun	$535,318.00	$155,400.00	$0.00	$367,703.10	$50,076.00	$0.00	$1,108,496.10	$5,648.72	$214,098.80	$3,297,650.26	$0.00	$0.00		$2,302,944.00	$5,825,339.78	$6,933,837.88
Day 49	7-Jun	$624,224.40	$155,400.00	$0.00	$204,632.60	$27,312.00	$0.00	$1,011,469.20	$418,268.23	$95,481.21	$0.00	$0.00	$0.00		$9,300.20	$521,070.64	$1,532,539.84
Day 50	8-Jun	$764,870.50	$51,800.00	$0.00	$413,141.20	$23,409.00	$0.00	$1,243,220.70	$8,325.00	$510,931.32	$0.00	$0.00	$35,160.00	$6,152,345.00	$3,667,410.25	$10,373,191.57	$11,616,412.27
Day 51	9-Jun	$851,053.50	$310,800.00	$0.00	$398,255.70	$23,409.00	$0.00	$1,583,518.20	$12,050.99	$788,146.87	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.86	$2,893,465.66
Day 52	10-Jun	$778,202.30	$155,400.00	$0.00	$502,595.80	$37,008.00	$0.00	$1,473,206.10	$382,160.50	$95,382.00	$0.00	$0.00	$946,164.00	$8,771,378.00	$2,067,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,281.29	$155,400.00	$0.00	$535,630.30	$20,963.00	$0.00	$1,454,284.50	$8,040.51	$118,382.00	$0.00	$0.00	$0.00	$8,039,028.00	$0.00	$8,165,450.51	$9,619,745.01
Day 54	12-Jun	$565,997.40	$155,400.00	$0.00	$387,669.10	$65,421.00	$0.00	$1,174,487.50	$3,921.30	$451,064.48	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.78	$2,429,473.28
Day 55	13-Jun	$718,374.00	$64,790.00	$0.00	$436,879.50	$56,749.00	$0.00	$1,274,792.50	$3,327.48	$221,102.47	$0.00	$0.00	$0.00	$667,920.00	$0.00	$892,349.95	$2,167,102.45
Day 56	14-Jun	$775,608.50	$159,400.00	$0.00	$338,856.30	$56,188.00	$0.00	$1,329,352.80	$19,762.68	$908,674.72	$0.00	$0.00	$0.00	$1,890,000.00	$693,875.00	$3,112,012.40	$4,441,365.20
Day 57	15-Jun	$780,861.50	$367,080.00	$0.00	$323,747.20	$66,505.00	$0.00	$1,538,193.70	$321,897.71	$193,052.00	$0.00	$0.00	$0.00	$10,811,250.00	$0.00	$11,325,999.71	$12,864,193.41
Day 58	16-Jun	$875,182.50	$0.00	$0.00	$409,410.80	$47,806.00	$0.00	$1,332,399.30	$13,764.02	$261,304.30	$0.00	$0.00	$0.00	$0.00	$35,061.00	$310,129.32	$1,642,528.62
Day 59	17-Jun	$682,791.75	$821,154.00	$0.00	$326,601.80	$64,791.00	$0.00	$2,105,338.55	$12,910.98	$278,666.14	$0.00	$0.00	$0.00	$0.00	$336,513.60	$628,090.70	$2,733,429.25
Day 60	18-Jun	$844,472.50	$922,824.00	$0.00	$419,438.00	$76,088.00	$0.00	$2,261,823.50	$48,228.85	$527,820.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,049.02	$3,237,872.52
Day 61	19-Jun	$881,608.50	$1,231,797.00	$0.00	$339,991.40	$71,506.00	$0.00	$2,324,872.90	$10,686.00	$110,226.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,445,785.40
Day 62	20-Jun	$563,289.00	$631,540.00	$0.00	$913,093.20	$76,715.00	$0.00	$2,004,637.20	$125.66	$251,100.00	$4,498,203.32	$0.00	$594,950.00	$0.00	$165,143.50	$5,509,522.68	$7,514,159.88
Day 63	21-Jun	$843,387.60	$676,140.00	$0.00	$490,549.90	$77,528.00	$0.00	$2,087,606.50	$17,775.77	$798,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,746.82	$2,904,352.32
Day 64	22-Jun	$767,987.75	$28,347.00	$0.00	$761,000.50	$36,868.00	$0.00	$1,593,203.25	$10,997.88	$603,552.00	$0.00	$0.00	$22,085.00	$0.00	$0.00	$636,634.88	$2,229,838.13
Day 65	23-Jun	$711,539.50	$564,631.00	$0.00	$813,285.40	$59,642.00	$0.00	$2,199,097.90	$34,061.08	$1,070,056.99	$0.00	$0.00	$0.00	$0.00	$8,698,757.67	$9,802,875.73	$11,871,973.62
Day 66	24-Jun	$782,387.30	$0.00	$0.00	$731,435.70	$59,913.00	$0.00	$1,583,736.00	$26,579.26	$488,888.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,759.68	$2,449,495.68
Day 67	25-Jun	$728,339.50	$584,650.00	$0.00	$760,249.90	$28,652.00	$0.00	$2,102,891.40	$50,182.33	$809,600.13	$0.00	$0.00	$0.00	$0.00	$0.00	$859,782.46	$2,962,673.86
Day 68	26-Jun	$721,631.50	$1,122,800.00	$0.00	$614,148.00	$41,931.00	$0.00	$2,500,310.50	$3,089.75	$463,083.29	$0.00	$0.00	$0.00	$0.00	$0.00	$466,127.04	$2,966,437.54
Day 69	27-Jun	$687,701.90	$1,170,567.00	$0.00	$689,082.80	$33,259.00	$0.00	$2,580,610.70	$54,887.33	$211,950.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,542,121.73	$13,122,732.43
Day 70	28-Jun	$688,130.70	$1,416,902.00	$0.00	$506,780.60	$59,100.00	$0.00	$2,670,913.30	$9,393.50	$298,840.38	$0.00	$0.00	$0.00	$0.00	$1,376,194.00	$1,684,227.88	$4,355,141.18
Day 71	29-Jun	$738,998.50	$1,169,740.00	$0.00	$420,913.10	$37,765.00	$0.00	$2,367,414.60	$29,511.24	$1,092,270.80	$0.00	$0.00	$0.00	$17,864,343.85	$0.00	$18,986,125.89	$21,373,540.29
Day 72	30-Jun	$676,629.50	$1,016,522.00	$0.00	$443,071.90	$37,785.00	$0.00	$2,175,968.40	$7,968.35	$435,800.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,968.75
Day 73	1-Jul	$883,129.50	$1,042,449.00	$42,850.50	$592,032.80	$64,248.00	$0.00	$2,524,710.80	$13,939.79	$182,022.90	$0.00	$0.00	$0.00	$0.00	$0.00	$195,962.65	$2,720,673.45
Day 74	2-Jul	$756,261.70	$938,609.00	$53,361.00	$788,629.30	$84,249.00	$0.00	$2,578,110.00	$7,737.11	$405,520.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,989,367.41
Day 75	3-Jul	$738,597.60	$390,312.00	$100,254.00	$669,742.40	$82,352.00	$10.77	$1,961,268.77	$3,030.00	$655,446.30	$0.00	$0.00	$0.00	$0.00	$0.00	$658,476.30	$2,619,745.07

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 76	4-Jul	$794,695.30	$505,472.00	$125,840.90	$992,668.20	$64,249.00	$32.31	$2,163,757.71	$2,578.65	$248,925.50	$0.00	$0.00	$6,800.00	$0.00	$0.00	$258,304.15	$2,442,061.86
Day 77	5-Jul	$763,383.80	$1,155,228.00	$66,105.25	$396,299.20	$64,249.00	$10.77	$2,463,276.02	$20,156.22	$441,492.88	$6,576,843.82	$172,737.84	$0.00	$0.00	$1,383,840.00	$8,595,060.74	$11,058,336.76
Day 78	6-Jul	$776,508.25	$351,072.00	$17,787.00	$483,951.40	$23,232.00	$0.00	$1,632,548.65	$3,644.61	$1,809,267.56	$0.00	$0.00	$0.00	$0.00	$18,740,357.00	$20,553,269.19	$22,185,817.84
Day 79	7-Jul	$898,983.40	$456,812.00	$82,828.70	$473,864.30	$64,249.00	$0.00	$1,974,837.40	$14,487.41	$620,244.00	$0.00	$192,670.00	$0.00	$0.00	$65,388.59	$897,690.00	$2,872,327.40
Day 80	8-Jul	$876,318.20	$456,812.00	$37,998.50	$321,242.20	$64,249.00	$0.00	$1,756,719.90	$9,870.35	$1,034,748.10	$0.00	$234,542.20	$0.00	$0.00	$0.00	$1,279,160.65	$3,035,879.55
Day 81	9-Jul	$890,760.75	$774,432.00	$92,579.25	$725,337.00	$23,232.00	$201.68	$2,606,536.68	$9,150.79	$342,000.00	$0.00	$28,406.99	$0.00	$0.00	$0.00	$379,566.78	$2,946,103.46
Day 82	10-Jul	$804,977.50	$774,432.00	$98,282.35	$524,314.20	$76,121.00	$0.00	$2,278,137.05	$3,393.84	$483,410.10	$0.00	$215,507.33	$0.00	$0.00	-$23,600.00	$678,711.27	$2,954,848.32
Day 83	11-Jul	$879,843.70	$1,319,087.00	$112,381.50	$818,433.10	$76,081.00	$253.67	$3,204,089.97	$1,526.61	$333,800.00	$0.00	$376,982.67	$2,009,560.00	$179,650.00	$6,584,375.00	$9,485,994.28	$12,690,064.25
Day 84	12-Jul	$1,105,838.25	$1,562,628.00	$115,211.25	$572,894.00	$72,650.00	$0.00	$3,425,321.50	$421,122.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,033,465.65	$1,727,442.00	$104,296.50	$674,181.00	$69,268.00	$0.00	$3,598,653.15	$3,604.00	$898,124.30	$0.00	$101,761.88	$0.00	$100,000.00	$0.00	$1,101,490.18	$4,700,143.33
Day 86	14-Jul	$1,112,149.70	$1,452,099.00	$109,832.60	$510,263.80	$71,295.00	$0.00	$3,255,430.10	$19,249.19	$549,488.40	$0.00	$265,912.09	$0.00	$5,730,190.00	$14,760.00	$6,580,593.55	$9,836,023.65
Day 87	15-Jul	$1,084,580.45	$1,410,880.00	$74,462.65	$466,408.80	$69,127.06	$168.68	$3,087,427.78	$12,007.07	$405,875.00	$0.00	$0.00	$390,515.34	$0.00	$0.00	$808,397.41	$3,895,825.17
Day 88	16-Jul	$1,123,573.40	$1,417,587.00	$27,489.00	$271,482.00	$64,590.00	$0.00	$2,904,701.40	$7,793.58	$906,885.50	$0.00	$530,667.17	$0.00	$300,000.00	$0.00	$1,745,326.25	$4,650,027.65
Day 89	17-Jul	$995,343.12	$1,650,924.00	$62,871.25	$487,153.00	$67,265.00	$0.00	$3,263,556.37	$2,231.46	$830,500.00	$0.00	$94,604.85	$0.00	$15,061,049.00	$0.00	$15,988,385.41	$19,271,941.78
Day 90	18-Jul	$971,180.35	$1,633,788.00	$122,849.45	$249,156.60	$71,836.00	$0.00	$3,048,419.30	$5,290.25	$238,813.16	$0.00	$59,813.98	$0.00	$50,000.00	$0.00	$349,017.39	$3,397,436.69
Day 91	19-Jul	$1,197,443.85	$1,704,346.00	$107,207.10	$361,011.00	$67,230.00	$0.00	$3,437,240.05	$1,618.65	$321,360.00	$0.00	$264,402.56	$0.00	$0.00	$1,486,113.51	$2,073,564.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.50	$1,233,759.00	$105,509.25	$349,578.70	$64,781.00	$407.51	$2,893,658.96	$29,267.12	$285,586.00	$0.00	$109,131.55	$28,000.00	$0.00	$3,533,330.48	$3,985,315.15	$6,879,004.11
Day 93	21-Jul	$1,098,028.60	$1,110,354.00	$53,189.30	$387,658.00	$69,987.00	$0.00	$2,658,236.20	$221,764.41	$189,500.00	$0.00	$139,466.84	$0.00	$0.00	$11,696.50	$562,427.75	$3,220,665.95
Day 94	22-Jul	$1,096,847.10	$890,642.00	$75,837.30	$387,416.50	$64,421.00	$148.61	$2,487,313.51	$953.31	$443,529.30	$0.00	$171,479.95	$0.00	$0.00	$12,578,500.00	$13,194,462.56	$15,681,776.07
Day 95	23-Jul	$624,711.60	$814,530.00	$0.00	$225,542.10	$23,232.00	$149.61	$1,688,165.31	$15,627.19	$279,000.00	$0.00	$117,972.17	$0.00	$0.00	$0.00	$412,599.36	$2,100,764.67
Day 96	24-Jul	$610,380.00	$957,828.00	$0.00	$55,514.60	$0.00	$0.00	$1,623,722.60	$8,539.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$148,539.28	$1,772,262.08
Day 97	25-Jul	$358,148.40	$913,824.00	$0.00	$206,806.50	$0.00	$0.00	$1,478,778.90	$0.00	$51,500.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,646.00	$1,601,422.90
Day 98	26-Jul	$1,106,435.85	$1,052,260.00	$16,170.30	$186,724.80	$64,421.00	$426.60	$2,426,437.25	$3,129.47	$225,694.00	$0.00	$0.00	$0.00	$0.00	$451,723.00	$680,546.47	$3,116,983.72
Day 99	27-Jul	$1,003,216.80	$1,052,260.00	$88,722.50	$223,067.50	$64,421.00	$163.37	$2,412,471.17	$319.98	$374,000.00	$0.00	$0.00	$0.00	$9,347,309.87	$90,046.96	$9,811,676.81	$12,224,148.08
Day 100	28-Jul	$1,094,265.80	$925,857.00	$66,024.40	$285,386.70	$74,177.00	$148.82	$2,465,860.72	$2,624.23	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.00	$520,031.23	$2,985,891.95
Day 101	29-Jul	$1,072,589.00	$772,269.00	$64,730.60	$182,292.90	$64,421.00	$319.88	$2,176,622.38	$8,155.39	$433,000.00	$0.00	$0.00	$0.00	$12,153,000.00	$0.00	$12,594,155.39	$14,770,777.97
Day 102	30-Jul	$946,887.70	$952,164.00	$77,777.70	$187,686.20	$64,421.00	$0.00	$2,240,936.60	$666.26	$247,500.00	$0.00	$0.00	$0.00	$8,072,176.00	$0.00	$8,320,344.20	$10,561,280.80
Day 103	31-Jul	$946,337.76	$1,196,895.00	$61,448.00	$104,100.00	$23,232.00	$166.07	$2,334,198.82	$436.00	$361,076.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,361,512.40	$4,695,709.22
Day 104	1-Aug	$799,778.00	$1,116,201.00	$156,214.00	$64,421.00	$0.00	$0.00	$2,136,614.00	$0.00	$1,694,243.06	$0.00	$0.00	$0.00	$0.00	$31,792,754.80	$33,486,997.86	$35,623,611.86
Day 105	2-Aug	$970,067.15	$977,958.00	$114,127.68	$130,458.90	$41,188.00	$10.77	$2,233,809.68	$5,734.09	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,734.09	$2,511,543.77
Day 106	3-Aug	$928,879.00	$622,398.00	$68,935.00	$155,132.00	$80,069.00	$0.00	$1,873,413.00	$5,283.69	$477,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,883.69	$2,356,296.69
Day 107	4-Aug	$994,774.70	$41,094.00	$66,935.00	$122,995.90	$36,880.00	$312.34	$1,286,091.98	$30,832.06	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,218,758.53	$17,822,990.59	$19,109,082.57
Day 108	5-Aug	$1,012,574.20	$319,899.00	$98,587.24	$309,586.50	$76,817.00	$110.73	$1,815,534.67	$1,532.72	$202,500.00	$0.00	$0.00	$0.00	$4,113,093.70	$8,491,120.64	$12,808,247.06	$14,623,781.73
Day 109	6-Aug	$934,330.10	$270,919.00	$168,339.00	$167,087.60	$80,069.00	$0.00	$1,560,644.70	$635.98	$346,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$347,035.98	$1,907,680.68
Day 110	7-Aug	$746,111.89	$135,783.00	$93,511.11	$38,434.50	$76,817.00	$196.06	$1,090,853.68	$436.00	$231,500.00	$0.00	$0.00	$0.00	$2,725,180.23	$0.00	$2,957,116.23	$4,047,969.91
Day 111	8-Aug	$682,162.50	$214,216.00	$11,919.00	$178,362.00	$76,817.00	$97.82	$1,182,974.32	$600.96	$3,802,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,803,200.96	$4,986,175.28
Day 112	9-Aug	$620,127.75	$0.00	$68,399.10	$43,362.00	$66,617.00	$126.57	$898,632.42	$2,600.00	$775,000.00	$0.00	$0.00	$0.00	$1,517,874.00	$0.00	$2,295,474.00	$3,194,106.42
Day 113	10-Aug	$880,420.26	$512,040.00	$44,671.75	$83,027.10	$74,657.00	$61.24	$1,605,077.34	$5,304.49	$622,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$627,804.49	$2,232,881.83
Day 114	11-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 115	12-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 116	13-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 117	14-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 119	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	TOTAL	$87,689,322.71	$80,308,106.50	$3,094,330.28	$33,464,701.20	$3,915,405.00	$3,682.92	$168,483,448.59	$2,623,104.29	$50,264,232.64	$16,687,710.44	$3,079,010.23	$11,335,545.34	$175,832,608.33	$163,551,488.82	$446,573,589.59	$614,057,148.58

FPN N10034 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010

Agency	Ceiling	Document Control Number (DCN)	Federal Spending to Date	Days	Federal Daily Burn Rate	Current Federal Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8,560,257.12	36-10-29-DA-YY-A01	$6,223,746.97	60	$93,891.76	$2,136,510.15	$5,712,882.64	$5,712,882.64	Yes	April 30 to July 31, 2010
FEMA	$3,373,333.00	36-10-29-DA-YY-A03	$2,080,222.22	60	$69,222.22	$1,280,110.98			Yes	June 3 to July 28. Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	36-10-29-DA-YY-A10	$48,666.67	30	$1,333.33	$51,333.33			Yes	OSPR to provide aircraft use for 30 days 15 July to 15 August.
Department of Homeland Security (DHS)	$200,000.00	36-10-29-DA-YY-A11	$29,333.33	120	$1,666.67	$170,666.67	$156,171.00	$156,171.00	Yes	6 July to 31 November 2010. FAA aircraft to transport and support the NIC.
DOL-OSHA National Office	$343,368.33	36-10-29-DA-YY-A11	$343,368.33	30	$11,448.64	$0.00	$156,171.00	$156,171.00		Analysis of Worker Safety IRF NOP. April 22 - May 31.
DOI - MMS	$2,830,000.00	36-10-29-DA-YY-B01	$2,196,777.78	90	$31,444.44	$722,222.22			Yes	April 22 thru May 22. amendment for FRTG extended period until July 15.
DOI - USFWS	$28,545,135.00	36-10-29-DA-YY-B02	$25,135,008.12	87	$426,016.68	$3,408,126.88				May 1 - August 7th.
BIA/AIA	$46,448,900.00	36-10-29-DA-YY-B03	$26,904,208.25	120	$387,677.78	$20,515,120.75			Yes	April 24 - September 8th. Two components of PIRA - personnel costs and Salaried Surveillance.
USDA Wildlife (APHIS)	$1,534,467.00	36-10-29-DA-YY-B04	$715,000.93	120	$12,767.30	$819,366.07	$78,967.85	$78,967.85	Yes	May 1 - September 2.
EPA Region 8	$29,072,129.15	36-10-29-DA-YY-B05	$18,540,180.88	90	$209,980.92	$7,531,948.41	$19,993,881.27	$19,993,881.27	Yes	April 23 - July 31, 2010.
LA GOHSEP	$1,250,000.00	36-10-29-DA-YY-B06	$1,145,830.33	60	$20,833.33	$104,169.67	$568,568.51	$568,568.51		May 4 - June 29.
DOI - NPS	$8,850,600.00	36-10-29-DA-YY-B07	$3,823,833.33	90	$61,666.67	$1,726,666.67			Yes	April 30 - July 31.
LA - DOC	$349,200.00	36-10-29-DA-YY-B08	$308,588.50	60	$5,821.50	$40,790.50	$28,568.61	$28,568.61		May 1 - June 30.
U.S. Customs & Border Patrol	$12,180,660.97	36-10-29-DA-YY-B09	$7,181,407.80	90	$195,129.80	$4,999,473.38			Yes	May 6 - July 6. Amendment increased aircraft flights for a cost until 31 August.
LA Dept. Public Safety	$1,900,000.00	36-10-29-DA-YY-C02	$643,141.87	120	$15,608.35	$1,095,999.23	$1,239,844.04	$1,239,844.04	Yes	April 29 - August 19.
LA Military Affairs	$437,764.00	36-10-29-DA-YY-C11	$293,703.16	79	$5,541.87	$144,060.81	$329,719.95	$329,719.95	Yes	May 10 - August 19.
LA Dept. Natural Resources	$1,075,339.70	36-10-29-DA-YY-C12	$541,822.00	90	$11,648.22	$533,517.70	$531,978.60	$531,978.60	Yes	May 9 - August 19.
LA Dept. of Wildlife & Fisheries	$9,799,078.00	36-10-29-DA-YY-C13	$5,956,408.44	54	$109,934.76	$3,842,669.56	$5,083,139.19	$5,083,139.19		April 29 - July 19.
LA Dept. of Transportation	$221,868.00	36-10-29-DA-YY-C14	$138,209.58	90	$2,465.42	$83,658.42	$86,024.96	$86,024.96	Yes	May 10 - August 20.
LA DEQ	$2,837,356.00	36-10-29-DA-YY-C15	$1,239,477.80	120	$23,643.80	$1,597,878.40	$764,255.18	$764,255.18	Yes	May 10 - August 19.
NIOSH	$1,520,980.00	36-10-29-DA-YY-C16	$1,166,785.67	60	$25,943.17	$354,194.33			Yes	May 1 - July 31, 2010.
LA Dept. of Health & Hospitals	$2,077,261.00	36-10-29-DA-YY-C17	$692,427.00	90	$23,080.90	$1,384,834.00	$503,187.18	$503,187.18	Yes	May 14 - July 30.
LA Agriculture & Forestry	$18,888.28	36-10-29-DA-YY-D10	$14,166.22	60	$314.80	$4,722.07	$12,465.81	$12,465.81	Yes	May 14 - June 14. Amendment extended 30 days with cost.
U.S. Dept. of Labor	$500,818.12	36-10-29-DA-YY-D10	$500,818.12	45	$11,129.29					May 14 to June 30.
Office of Coastal Protection & Restoration	$393,900.00	36-10-29-DA-YY-D05	$393,900.00	45	$7,857.76		$336,958.13	$336,958.13		April 28 to May 31.
DOI - National Wetlands Research Center	$1,980,000.00	36-10-29-DA-YY-D21	$1,485,000.00	90	$33,000.00	$495,000.00			Yes	June 5 - Aug 15.
U.S. Health & Human Services - Response	$2,375,000.00	36-10-29-DA-YY-D23	$1,385,000.00	75	$30,333.33	$990,000.00			Yes	1 June - 31 August.
U.S. Health & Human Services - NIEHS	$352,000.00	36-10-29-DA-YY-D24	$163,428.57	66	$4,285.71	$188,571.43			Yes	5 June - 31 July.
U.S. Dept. of Agriculture	$1,087,690.80	36-10-29-DA-YY-D31	$441,432.54	104	$10,385.53	$646,258.26	$98,888.31	$98,888.31	Yes	May 17 - August 31, 2010.
EPA Region 4	$12,450,180.00	36-10-29-DA-YY-D01	$11,110,831.33	60	$215,666.83	$1,339,348.67	$10,295,801.05	$10,295,801.05		April 30 - July 31.
MS DEQ	$2,630,000.00	36-10-29-DA-YY-D02	$1,666,666.67	90	$29,222.22	$963,333.33	$449,086.62	$449,086.62	Yes	April 30 - July 31st.
AL EMA	$150,000.00	36-10-29-DA-YY-D01	$142,500.00	60	$2,500.00	$7,500.00	$57,344.44	$57,344.44		April 30 - June 30
OSHA Region IV	$220,000.00	36-10-29-DA-YY-D04	$189,000.00	30	$7,533.33	$22,000.00			Yes	June 5 - July 5
MS Port Authority, Pascagoula	$50,000.00	36-10-29-DA-YY-D05	$28,333.33	30	$1,666.67	$21,666.67			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile by providing pier space at Pascagoula.
Baldwin County Emergency Management, AL	$50,000.00	36-10-29-DA-YY-D06	$28,333.33	30	$1,666.67	$21,666.67			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile
Mobile County Emergency Management, AL	$50,000.00	36-10-29-DA-YY-D07	$28,333.33	30	$1,666.67	$21,666.67	$28,364.00	$28,364.00	Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Gulf County Emergency Management, FL	$50,000.00	36-10-29-DA-YY-D08	$15,666.67	30	$1,666.67	$33,333.33	$20,364.00	$20,364.00	Yes	August 1 to August 31. Provide County support to ICP Mobile and staging areas for response operations.
MS State Port Authority (Gulfport)	$400,000.00	36-10-29-DA-YY-D09	$305,666.67	90	$6,666.67	$93,333.33	$348,120.47	$348,120.47	Yes	May 12 - June 30. Amendment carries them through the end of June.
AAVSEPSALV	$21,412,535.40	36-10-84-DA-YY-C72	$8,279,628.66	180	$143,752.24	$13,132,906.74			Yes	April 27 to September 21 from MOD-5.
National Guard Bureau (LA, MS, AL, FL)	$56,849,086.58	36-10-84-DA-YY-D18	$16,642,898.24	175	$376,280.50	$40,206,288.41			Yes	May 1 to September 30, from MOD 13. See exploded view and details in MIPR.
Army Air NG	$11,402,920.00	36-10-84-DA-YY-C71	$679,623.00	120	$11,661.00	$723,297.00			Yes	May 1 to September 30.
LA Army NG	$39,908,522.00	36-10-84-DA-YY-C63	$14,197,152.44	150	$266,059.49	$25,807,769.56			Yes	May 1 to September 30 via MOD-04
Army Air NG (LA)	$5,131,620.11	36-10-84-DA-YY-C61	$2,266,465.55	120	$42,763.50	$2,865,154.56			Yes	May 1 to 15 August. Various components and periods of performance
Mississippi Air NG	$10,044,282.35	36-10-84-DA-YY-C62	$5,974,972.16	90	$111,803.29	$4,129,326.19			Yes	May 8 to August 7. Various components of NG at various dates.
Alabama Air NG	$6,909,930.90	36-10-84-DA-YY-D02	$2,606,753.13	120	$50,973.56	$3,400,077.77			Yes	May 6 - July 15.
Alabama Air NG	$45,000.00	36-10-84-DA-YY-C84	$34,125.00	60	$758.33	$11,375.00			Yes	May 8 - Aug 8.
Alabama Air NG	$0.00	36-10-84-DA-YY-C85	$0.00	90	$0.00	$0.00				MIPR closed out with no use of funding on 7/9/2010.
Commander, HQ, USAR CAP	$425,855.00	36-10-84-DA-YY-C87	$169,586.81	120	$3,326.43	$256,268.19			Yes	May 7 until 350 hours of flight time completed or ends 1 October 2010.
MS National Guard	$154,900.00	36-10-84-DA-YY-C88	$150,900.00	45	$4,100.00	$24,800.00				May 8 - June 8.
Scott AFB - TRANSCOM	$1,894,772.40	36-10-84-DA-YY-D89	$1,231,809.06	90	$31,579.54	$662,170.34			Yes	No period of performance stated on MIPR; coordination with TRANSCOM.
USARNorth, Ft. Sam Houston	$267,416.00	36-10-84-DA-YY-D90	$214,808.57	81	$4,393.67	$52,607.43				May 7 - July 31.

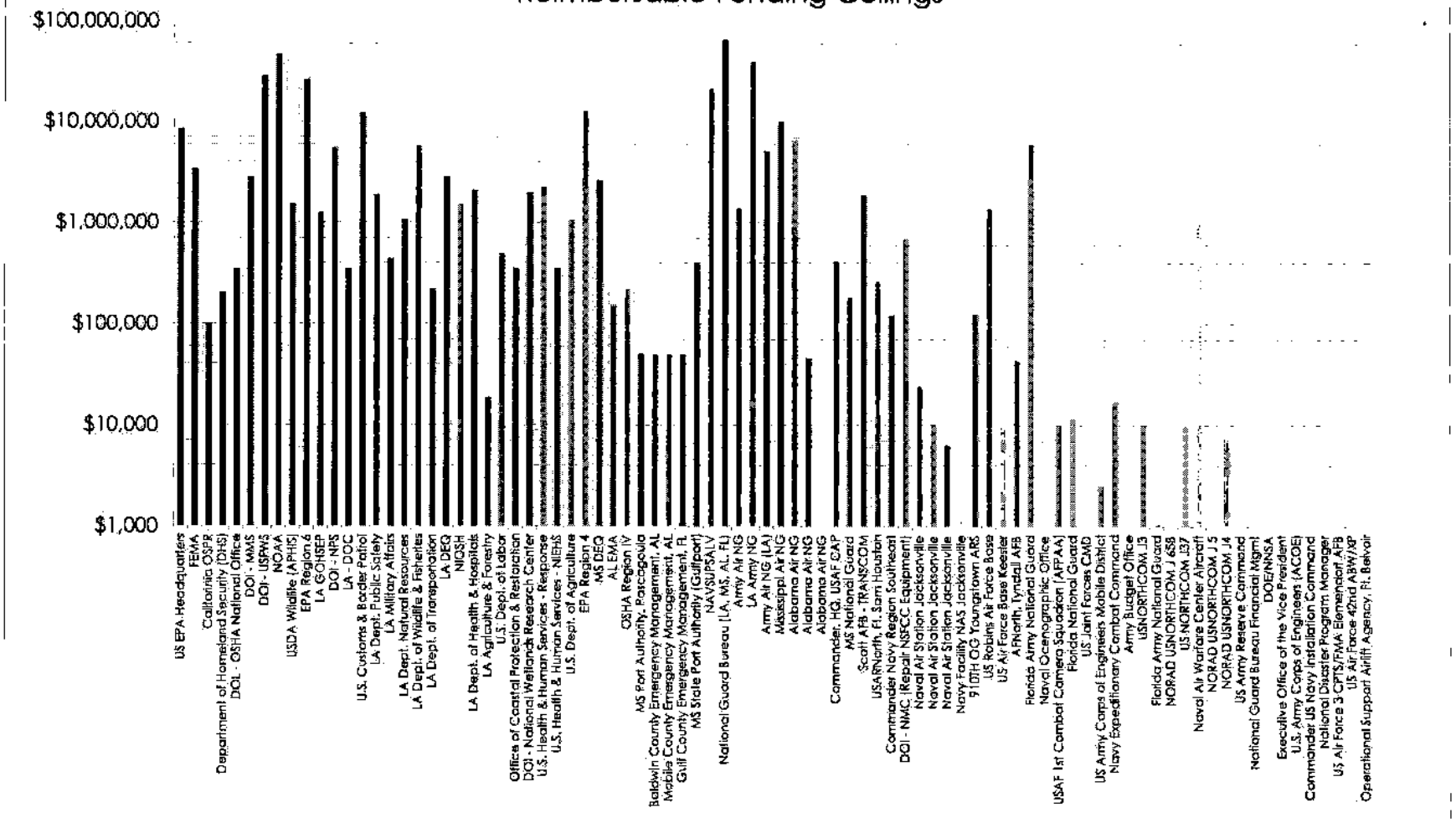
Prepared by the
National Pollution Funds Center

Data current through August 10, 2010

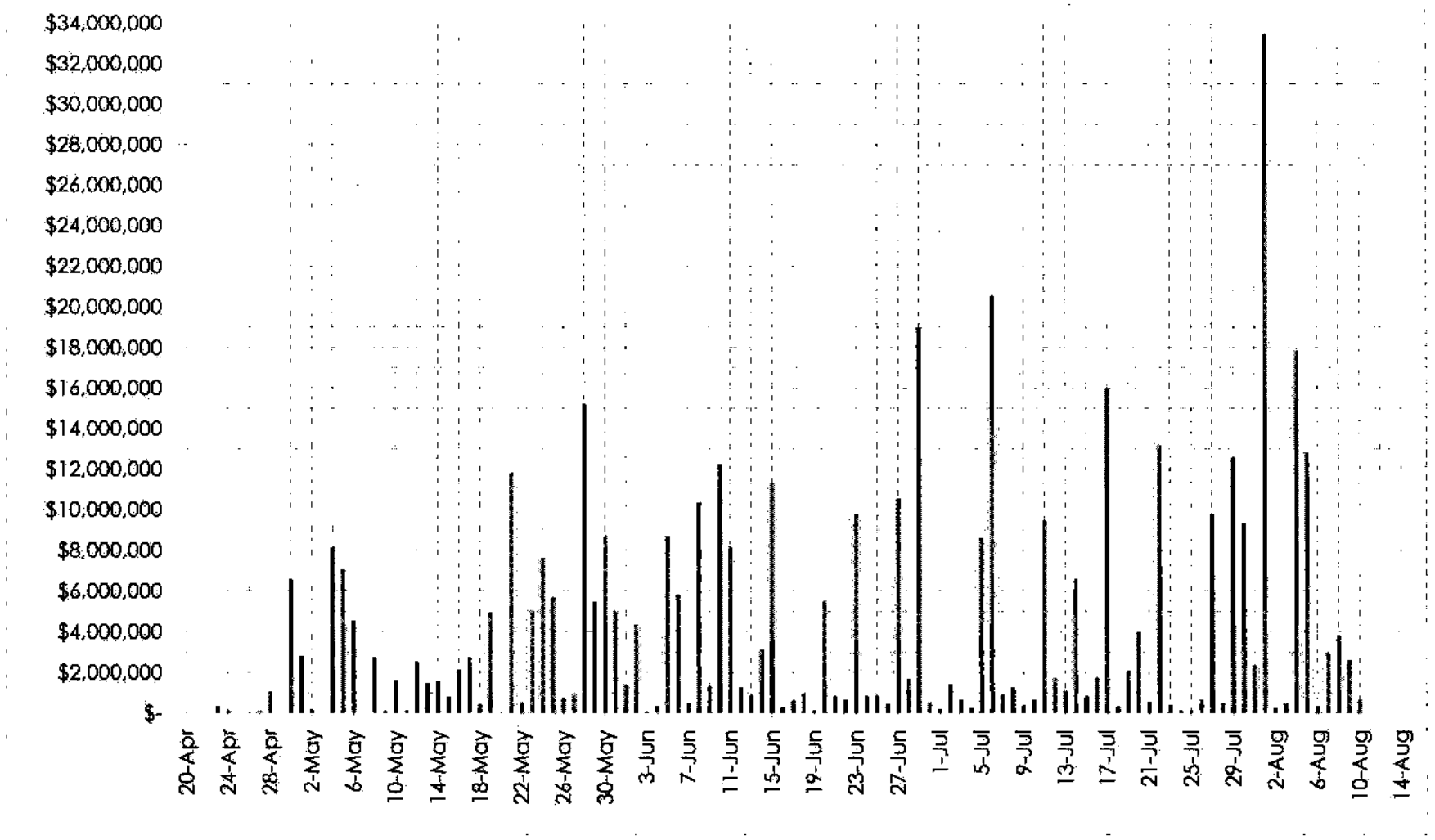
Agency	Ceiling	Document Control Number (DCN)	Notional Spending to Date	Days	Notional Daily Burn Rate	Current Notional Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
Commander Navy Region Southwest	$122,000.00	25-10-84-DAV-YY-129*	$52,998.87	120	$1,016.87	$69,133.33			Yes	April 28 - August 31.
DOE - NNSA (Repair HSFCC Equipment)	$688,111.00	25-10-84-DAV-YY-130	$192,083.67	120	$5,820.00	$395,947.95			Yes	May 27 - Feb 29, 2011. Maintenance contract for NSFCC response equipment.
Naval Air Station Jacksonville	$24,502.92	25-10-84-DAV-YY-094	$10,591.27	90	$270.03	$13,771.65			Yes	May 20 - September 30
Naval Air Station Jacksonville	$10,414.40	25-10-84-DAV-YY-095	$4,050.54	60	$115.72	$5,364.35			Yes	May 20 - October 2
Naval Air Station Jacksonville	$6,400.20	25-10-84-DAV-YY-258	$6,400.20	30	$213.34	[redacted]			[redacted]	May 20 - July 20.
Navy Facility NAS Jacksonville	$2,133.40	25-10-84-DAV-YY-097	$1,244.51	60	$35.58	$888.93			Yes	May 20 - July 20.
910TH OG Youngstown ARS	$125,000.00	25-10-84-DAV-YY-098	$125,000.00	45	$2,777.78	[redacted]			[redacted]	May 1 to June 11.
US Reims Air Force Base	$1,400,000.00	25-10-84-DAV-YY-099	$1,400,000.00	45	$31,111.11	[redacted]			[redacted]	May 1 to June 11.
US Air Force Base Keesler	$10,000.00	25-10-84-DAV-YY-100	$10,000.00	45	$222.22	[redacted]			[redacted]	Flooding for ramp/flying support for C130 aircraft - 20 May to 5 July.
AFNetOk, Tyndall AFB	$43,880.36	25-10-84-DAV-YY-101	$31,734.10	61	$536.79	$12,348.28			Yes	May 1 to July 31.
Florida Army National Guard	$5,870,352.00	25-10-84-DAV-YY-102	$1,712,186.00	120	$45,918.60	$4,158,166.00			Yes	May 25 to 19 August.
Naval Oceanographic Office	$43,500.00	25-10-84-DAV-YY-103	$43,500.00	4	$10,875.00	[redacted]			[redacted]	May 9 to Completion of 4 days activities
USAF 1st Combat Camera Squadron (AFPAA)	$10,031.25	25-10-84-DAV-YY-104	$10,031.25	21	$477.68	[redacted]			[redacted]	21 Days from May 1, 2010.
Florida National Guard	$11,400.00	25-10-84-DAV-YY-105	$6,120.00	30	$380.00	$5,280.00			Yes	June 8 - July 9
US Joint Forces CMD	$42,247.50	25-10-84-DAV-YY-118	$19,651.22	51	$828.38	$22,596.28			Yes	1 May - 18 July
US Army Corps of Engineers Mobile District	$2,500.00	25-10-84-DAV-YY-120	$2,500.00	45	$55.56	[redacted]			[redacted]	1 May - 21 May
Navy Expeditionary Combat Command	$16,893.90	25-10-84-DAV-YY-121	$16,423.58	21	$803.13	[redacted]			[redacted]	1 May - 21 May
Army Budget Office	$24,339.53	25-10-84-DAV-YY-122	$24,339.53	90	$811.32	[redacted]			[redacted]	24 May to 24 July
USNORTHCOM J5	$8,793.56	25-10-84-DAV-YY-123	$8,793.56	30	$325.45	[redacted]			[redacted]	4 NG PAO's to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$21,267.00	25-10-84-DAV-YY-124	$21,267.00	34	$625.50	[redacted]			[redacted]	4 NG PAO's to support Deepwater. Period of performance 30 days - 24 May to 24 June.
NORAD USNORTHCOM J-8SD	$3,332.00	25-10-84-DAV-YY-127	$3,332.00	14	$238.00	[redacted]			[redacted]	11 June to 25 June or 14 Days of activity.
US NORTHCOM J37	$10,078.00	25-10-84-DAV-YY-128	$6,102.71	51	$326.10	$975.29			[redacted]	17-20 June to 20 July (two components 13 days & 31 days - Hurricane Planners for UAC)
Naval Air Warfare Center Aircraft	$999,914.40	25-10-84-DAV-YY-129	$999,914.40	43	$23,044.53	[redacted]			[redacted]	28 June - 9 August, extension of time at no cost.
NORAD USNORTHCOM J-8	$6,000.00	25-10-84-DAV-YY-130	$6,000.00	31	$193.55	[redacted]			[redacted]	5 June to 5 July
NORAD USNORTHCOM J4	$7,378.00	25-10-84-DAV-YY-131	$7,378.00	31	$238.00	[redacted]			[redacted]	17 June to 18 July.
US Army Reserve Command	$78,000.00	25-10-84-DAV-YY-132	$78,000.00	21	$3,761.90	[redacted]			[redacted]	Provide ERLOs to UAC for 21 days beginning 1 May.
National Guard Bureau Financial Mgmt	$1,191,480.00	25-10-84-DAV-YY-133	$794,320.00	90	$18,968.00	$397,160.00			Yes	MS Air Guard - AirOps/Logist. Three components - $620,840 (20 June - 20 July); $167,880 (25 June - 25 July), and $167,880 (21 May - 21 June). MOI #2 provide funding through 7 August.
DOE/NNSA	$4,387,400.00	25-10-84-DAV-YY-134	$1,277,480.00	100	$63,674.00	$3,109,920.00			Yes	NRAC coordination with Deepwater for 100 days from 24 April to 3 August 2010.
Executive Office of the Vice President	$75,000.00	25-10-84-DAV-YY-135	$75,000.00	2	$0.00	$0.00			[redacted]	Travel arrangements for VP for one day visit to Gulf Coast - period of performance 29 June 2010.
U.S. Army Corps of Engineers (ACOE)	$99,900.00	25-10-84-DAV-YY-136	$50,985.87	30	$2,966.67	$26,333.33			Yes	Two Scientists to track oil in Loop Current - for 30 days from 3 July to 3 August
Commander US Navy Installation Command	$12,578,900.00	25-10-84-DAV-YY-137	$5,149,488.89	90	$338,761.11	$5,429,011.11			Yes	Provide 27 skimming vessels, 4 barrier boomers up to 35 knt vessels and support personnel from 26 June to 16 September.
National Disaster Program Manager	$99,046.96	25-10-84-DAV-YY-138	$66,035.48	90	$1,000.53	$22,011.48			Yes	Provide support to IASB through 7 August.
MS Air Force 3 OPTS/AFMA Clearwater AFB	$11,686.50	25-10-84-DAV-YY-139	$1,234.99	180	$64.95	$10,451.51			Yes	Provide aerial port of embarkation/debarkation for oil spill recovery services in support of Deepwater Operations, beginning 11 May.
US Air Force 42nd ABW/XP	$30,000.00	25-10-84-DAV-YY-140	$12,500.00	60	$500.00	$17,500.00			Yes	Prepare and provide a safe haven for server watchstander evacuations of up to 800 CG personnel in support of Deepwater. 12 Jul - 12 Sep.
Operational Support Airlift Agency, Ft. Belvoir	$339,915.00	25-10-84-DAV-YY-156	$253,196.00	31	$10,965.00	$87,720.00			Yes	Provide 156 flight hours for C-23 aircraft - 31 days (12 July thru 13 August)
Total:	$28,684,884.86		$11,583,884.86		$1,837,887.46	$16,344,987.68	$49,854,582.51	$49,826,140.84		
Total PRFAs:	$16,898,999.25									
Total IWPAs:	$10,991,488.52									

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010

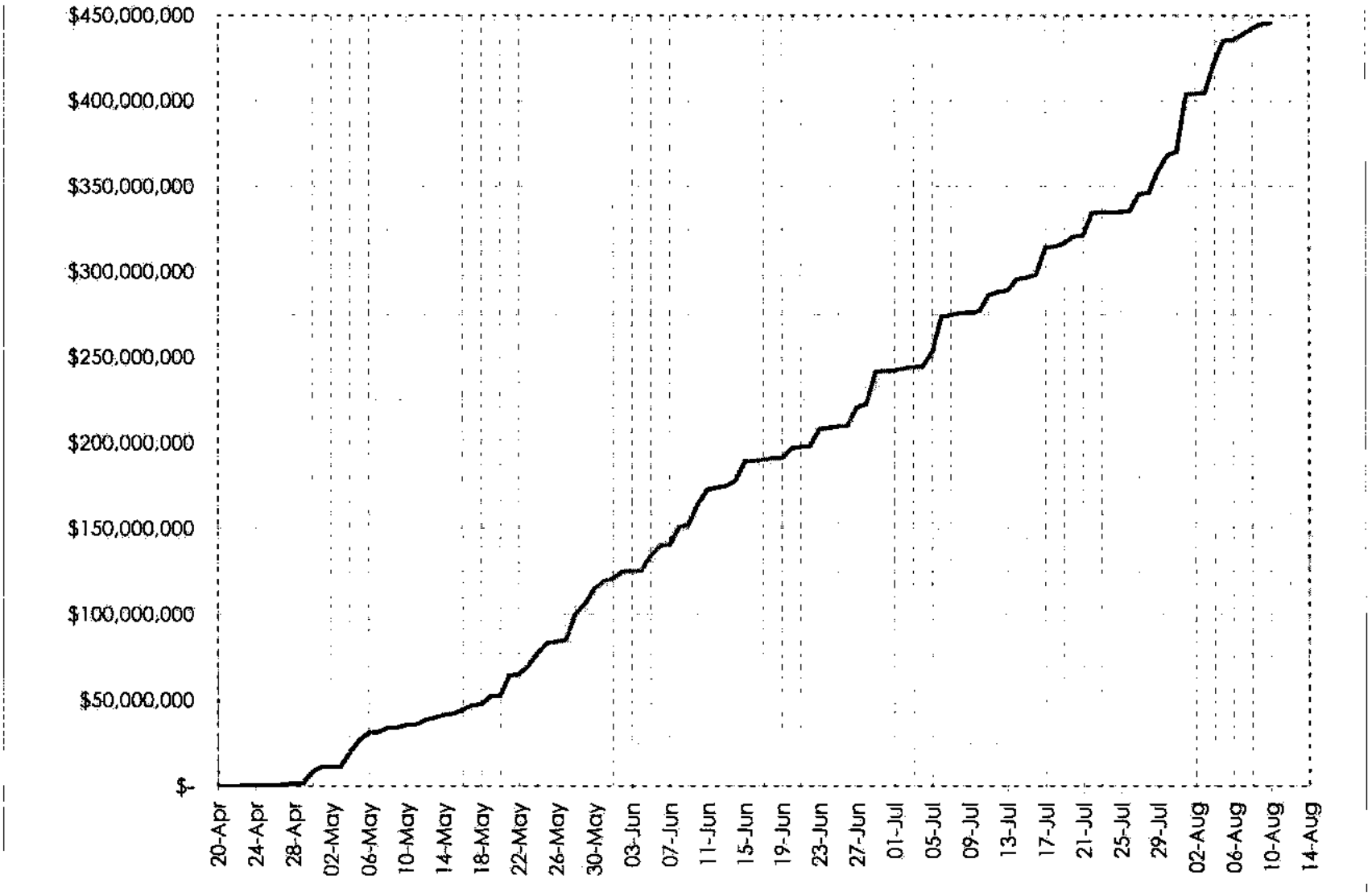
Reimbursable Funding Ceilings



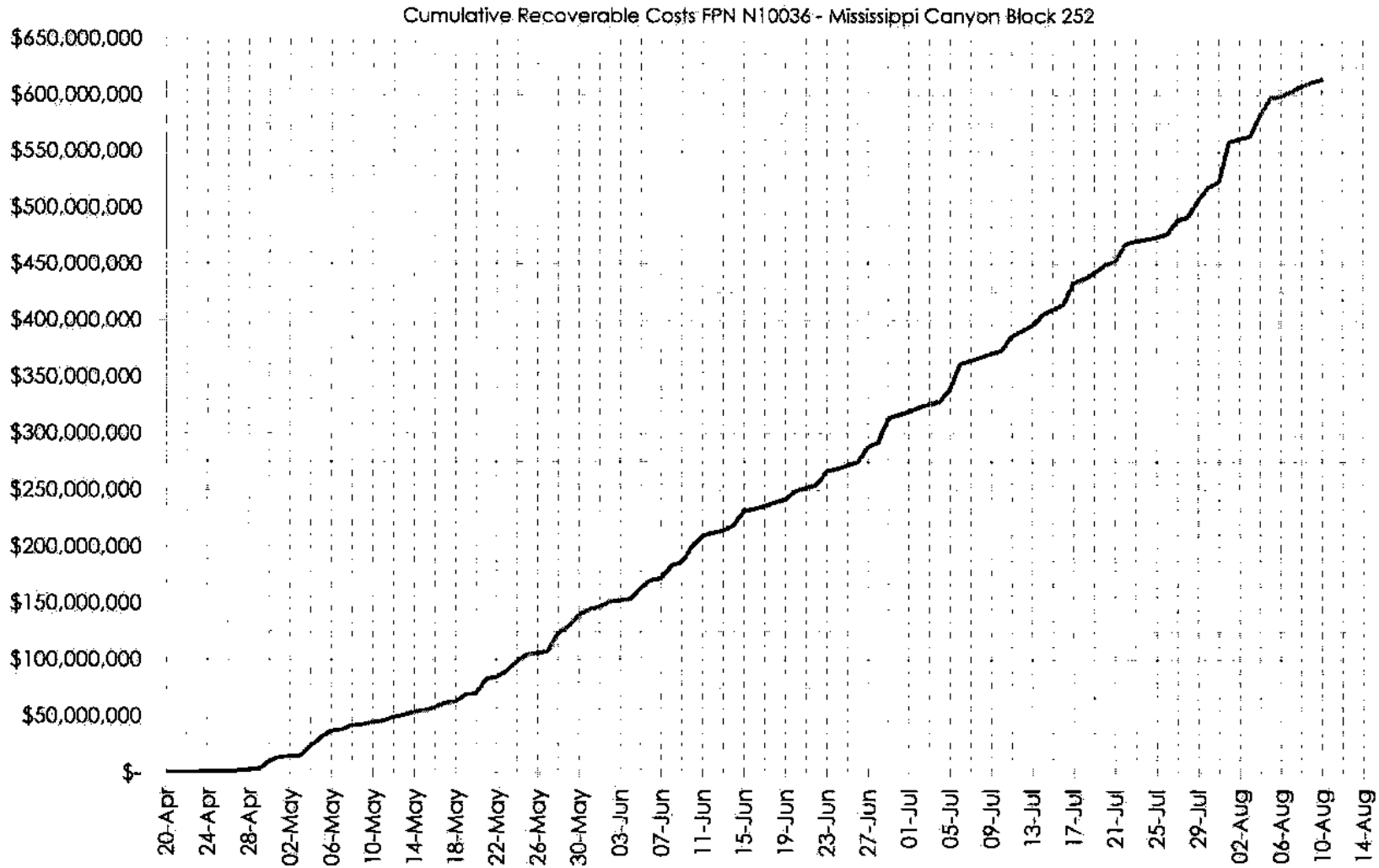
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010
Cumulative Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 11, 2010



Executive Summary

Project Summary

Current Federal Project Ceiling:	$	541,767,579.00
Obligations to Date:	$	447,329,818.28
Federal Project Ceiling Remaining:	$	94,437,760.72

Outlays Per Core Accounting System	$	67,061,703.83

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining in The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	17,820,422.40

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	426,837,469.85
B	**Expenditures**	$	91,998,225.75
C	**Total Obligations** *(A + B)*	$	518,835,695.60

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	662,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	518,835,695.60
G	**Remaining Balance** *((D-(E+F))*	$	138,070,755.97
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	120,250,333.57
I	**Available for future project response** *((G - H)(notes2, 3)*	$	17,820,422.40

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	389,905,085.81
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	167,896,494.27

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $400 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 04/20/2010 **to** 08/11/2010

	FPN Ceiling:	**$541,767,579.00**
Coast Guard Recoverable Costs		
Total Coast Guard Personnel Costs	$68,470,352.71	
Total Coast Guard Cutter Costs	$60,476,422.50	
Total Coast Guard Small Boat Costs	$3,094,330.26	
Total Coast Guard Aircraft Costs	$33,527,786.30	
Total Coast Guard Equipment Costs	$3,915,405.00	
Total Coast Guard Vehicles Costs	$3,582.92	
Total Coast Guard Recoverable Costs:	**$169,487,879.69**	
OSLTF-Funded Coast Guard Direct Costs		
Total Coast Guard Purchases	$2,824,368.02	
Total Coast Guard Travel Orders	$51,556,732.84	
Total Coast Guard GTR Costs - Doc Type 14 Obligations:	$462,354.56	
Total Coast Guard Reserves - Doc Type 71 Obligations	$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations	$3,079,010.23	
Total for Contractors	$11,335,545.34	
Total OSLTF-Funded Coast Guard Direct Costs:	**$87,845,721.43**	**$87,845,721.43**
Other Removal Costs Funded From the OSLTF:		
Total PRFA Costs:	$175,932,608.33	
Total MIPR Costs:	$183,551,488.52	
Total Other Removal Costs Funded From the OSLTF:	**$359,484,096.85**	**$359,484,096.85**
Total Incident Costs To Date:	**$616,817,697.97**	
Total Costs Funded from the OSLTF:		**$447,329,818.28**
Ceiling Remaining (Not Obligated)		**$94,437,760.72**
	Percentage of Ceiling Remaining	**17.4%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 12, 2010

Name: Mississippi Canyon Block 252 Oil Spill — Daily Summary

This Period: 04/20/2010 Thru 08/11/2010 — N10036 — Printed: 08/12/2010 20:08

Ceiling: $541,787,579.00
Prev-Period: $0.00
This-Period: $446,887,463.72
Balance: $94,900,115.28

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 73 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$96,052.00	$0.00	$0.00	$0.00	$0.00	$0.00	$96,052.00	$35,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$439,260.00
Day 5	24-Apr	$106,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$106,144.00	$3,516.00	$107,028.00	$0.00	$0.00	$0.00		$0.00	$110,544.00	$216,688.00
Day 6	25-Apr	$125,838.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,838.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,938.00
Day 7	26-Apr	$130,628.00	$0.00	$0.00	$178,865.70	$0.00	$0.00	$309,493.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,438.00	$0.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,184.60
Day 9	28-Apr	$123,428.00	$0.00	$0.00	$151,121.30	$0.00	$0.00	$274,549.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,604.30
Day 10	29-Apr	$163,587.00	$0.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$161,318.00	$0.00	$0.00	$85,608.40	$0.00	$0.00	$246,926.40	$0.00	$864,257.59	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,564,257.59	$6,811,183.99
Day 12	01-May	$205,560.00	$211,680.00	$0.00	$211,199.50	$0.00	$0.00	$628,439.50	$0.00	$283,601.39	$0.00	$0.00	$0.00	$2,516,035.00	$0.00	$2,799,636.39	$3,428,075.89
Day 13	02-May	$164,591.00	$211,680.00	$0.00	$183,650.90	$0.00	$0.00	$559,921.90	$0.00	$171,064.00	$0.00	$0.00	$0.00		$0.00	$171,064.00	$730,985.90
Day 14	03-May	$138,953.00	$211,680.00	$0.00	$129,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	04-May	$105,869.00	$211,680.00	$0.00	$159,156.00	$0.00	$0.00	$476,505.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$8,600,000.00	$10,155,833.00	$10,632,338.00
Day 16	05-May	$270,524.00	$279,568.00	$0.00	$117,443.90	$782.00	$0.00	$668,317.90	$2,791.81	$177,372.58	$0.00	$0.00	$292,000.00	$6,250,000.00	$349,830.00	$7,071,994.39	$7,740,312.29
Day 17	06-May	$252,387.00	$646,648.00	$0.00	$277,776.50	$2,352.00	$0.00	$1,179,143.50	$0.00	$21,783.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,783.00	$5,730,926.50
Day 18	07-May	$346,128.00	$463,108.00	$0.00	$157,460.90	$2,352.00	$0.00	$969,048.90	$5,746.25	$32,236.00	$0.00	$0.00	$0.00		$0.00	$37,982.25	$1,007,033.15
Day 19	08-May	$332,842.00	$357,268.00	$0.00	$235,573.50	$410.00	$0.00	$926,093.50	$3,600.00	$126,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,051.50
Day 20	09-May	$276,838.00	$395,220.00	$0.00	$173,317.10	$1,626.00	$0.00	$847,101.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$262,298.00	$317,520.00	$0.00	$149,102.60	$245.00	$0.00	$729,165.60	$28,316.05	$60,243.74	$0.00	$0.00	$0.00	$1,538,625.00	$0.00	$1,627,184.79	$2,356,350.39
Day 22	11-May	$307,029.00	$246,960.00	$0.00	$146,406.00	$0.00	$0.00	$700,395.00	$45,686.52	$79,598.74	$0.00	$0.00	$0.00		$0.00	$125,285.26	$825,680.26
Day 23	12-May	$318,314.50	$211,680.00	$0.00	$198,266.10	$245.00	$0.00	$727,905.60	$5,077.21	$85,304.46	$0.00	$0.00	$2,250,170.00	$200,000.00	$0.00	$2,540,555.67	$3,268,461.27
Day 24	13-May	$345,565.00	$211,680.00	$0.00	$207,054.20	$0.00	$0.00	$764,299.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,299.20
Day 25	14-May	$338,626.00	$317,520.00	$0.00	$150,287.80	$245.00	$0.00	$806,680.80	$957.36	$0.00	$0.00	$0.00	$0.00	$1,556,781.12	$5,000.00	$1,562,738.48	$2,369,419.28
Day 26	15-May	$337,129.00	$211,680.00	$0.00	$133,404.60	$10,584.00	$0.00	$692,797.60	$15,419.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,338.30	$1,497,135.90
Day 27	16-May	$269,965.00	$284,025.00	$0.00	$111,418.60	$0.00	$0.00	$665,408.60	$12,153.18	$2,000,960.34	$0.00	$0.00	$0.00		$152,780.00	$2,165,893.52	$2,831,302.12
Day 28	17-May	$375,713.00	$289,380.00	$0.00	$136,263.60	$10,763.00	$0.00	$812,119.60	$8,787.75	$128,045.28	$0.00	$0.00	$0.00	$669,309.10	$1,968,492.00	$2,774,634.13	$3,586,753.73
Day 29	18-May	$260,840.00	$578,760.00	$0.00	$119,855.00	$11,576.00	$0.00	$991,031.00	$4,084.56	$229,950.00	$0.00	$0.00	$0.00		$212,800.00	$446,834.56	$1,437,865.56
Day 30	19-May	$354,461.00	$578,750.00	$0.00	$230,521.30	$15,994.00	$0.00	$1,179,726.30	$11,079.92	$162,899.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$6,106,178.49
Day 31	20-May	$302,514.00	$578,760.00	$0.00	$141,694.50	$0.00	$0.00	$1,022,968.50	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$358,418.00	$550,695.00	$0.00	$109,459.40	$10,492.00	$0.00	$1,029,064.40	$545.00	$224,624.29	$0.00	$0.00	$0.00	$600,000.00	$10,686,072.00	$11,511,241.29	$12,534,305.69
Day 33	22-May	$363,154.00	$423,360.00	$0.00	$167,183.70	$1,084.00	$0.00	$954,781.70	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,984.20
Day 34	23-May	$275,777.00	$155,400.00	$0.00	$181,943.80	$9,408.00	$0.00	$622,528.80	$702.50	$91,809.78	$3,563,500.00	$0.00	$0.00	$1,150,000.00	$208,392.00	$5,014,404.28	$5,636,933.18
Day 35	24-May	$288,152.50	$155,400.00	$0.00	$124,534.60	$9,408.00	$0.00	$557,496.10	$92,081.25	$218,171.78	$0.00	$0.00	$0.00	$5,619,027.00	$1,720,000.00	$7,650,280.03	$8,207,776.13
Day 36	25-May	$278,758.50	$77,700.00	$0.00	$197,966.40	$9,408.00	$0.00	$564,832.90	$13,050.26	$369,301.68	$0.00	$0.00	$1,800,000.00		$3,500,000.00	$5,682,351.94	$6,247,184.84
Day 37	26-May	$260,875.00	$77,700.00	$0.00	$178,845.80	$23,732.00	$0.00	$541,152.80	$5,549.14	$314,877.63	$0.00	$0.00	$0.00		$404,883.92	$724,909.71	$1,266,062.51
Day 38	27-May	$294,337.00	$155,400.00	$0.00	$193,427.80	$23,384.00	$0.00	$666,548.80	$8,898.00	$141,945.96	$0.00	$0.00	$787,101.00		$2,926.40	$940,869.36	$1,607,418.16
Day 39	28-May	$272,364.00	$155,400.00	$0.00	$216,014.30	$23,384.00	$0.00	$661,352.30	$33,854.81	$1,458,905.90	$589,513.04	$0.00	$0.00	$270,811.00	$12,891,361.00	$15,244,445.75	$15,905,598.05
Day 40	29-May	$259,264.00	$289,780.00	$0.00	$49,275.00	$23,384.00	$0.00	$621,703.00	$4,940.52	$173,620.00	$0.00	$0.00	$0.00	$2,885,026.00	$2,424,731.73	$5,488,318.25	$6,110,021.25
Day 41	30-May	$221,194.50	$576,760.00	$0.00	$158,672.50	$9,408.00	$0.00	$966,035.00	$2,662.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$15,000.00	$8,702,087.74	$9,668,122.74
Day 42	31-May	$265,649.00	$0.00	$0.00	$139,242.00	$9,408.00	$0.00	$414,299.00	$0.00	$2,800,042.18	$0.00	$0.00	$2,052,000.00	$28,381.27	$14,083.44	$4,894,506.89	$5,408,805.89
Day 43	01-Jun	$258,532.00	$159,400.00	$0.00	$266,910.90	$9,408.00	$0.00	$692,850.90	$0.00	$94,195.66	$0.00	$0.00	$0.00		$1,259,541.00	$1,353,736.66	$2,046,587.56
Day 44	02-Jun	$289,662.50	$0.00	$0.00	$207,691.10	$28,396.00	$0.00	$525,749.60	$21,561.19	$564,396.49	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.68	$4,861,707.28
Day 45	03-Jun	$350,382.50	$273,187.50	$0.00	$288,118.50	$13,104.00	$0.00	$924,772.50	$2,325.56	$41,376.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.76	$990,474.26
Day 46	04-Jun	$494,887.00	$155,400.00	$0.00	$314,987.70	$13,104.00	$0.00	$978,488.70	$21,191.39	$350,606.43	$0.00	$0.00	$0.00		$0.00	$371,797.82	$1,350,286.52
Day 47	05-Jun	$525,281.00	$155,400.00	$0.00	$286,692.10	$24,060.00	$0.00	$991,633.10	$0.00	$489,177.00	$0.00	$0.00	$0.00	$8,227,994.29	$0.00	$8,717,171.29	$9,708,804.39
Day 48	06-Jun	$536,318.00	$155,400.00	$0.00	$367,703.10	$50,078.00	$0.00	$1,109,499.10	$6,646.72	$218,099.80	$3,297,650.29	$0.00	$0.00		$2,302,944.00	$5,825,339.75	$6,933,837.86
Day 49	07-Jun	$624,224.40	$155,400.00	$0.00	$204,532.80	$27,312.00	$0.00	$1,011,469.20	$418,289.23	$93,481.21	$0.00	$0.00	$0.00		$9,300.20	$521,070.64	$1,532,539.84
Day 50	08-Jun	$754,870.50	$51,800.00	$0.00	$413,141.20	$23,409.00	$0.00	$1,243,220.70	$8,325.00	$510,931.32	$0.00	$0.00	$36,180.00	$6,152,345.00	$3,667,410.25	$10,373,191.57	$11,616,412.27
Day 51	09-Jun	$861,053.50	$316,800.00	$0.00	$396,295.70	$23,409.00	$0.00	$1,593,518.20	$12,050.69	$788,146.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.66	$2,893,465.86
Day 52	10-Jun	$778,202.30	$155,400.00	$0.00	$502,595.80	$37,008.00	$0.00	$1,473,206.10	$392,180.50	$85,392.00	$0.00	$0.00	$946,184.00	$8,771,378.00	$2,067,473.40	$12,272,587.90	$13,745,804.00
Day 53	11-Jun	$742,281.20	$156,400.00	$0.00	$535,630.30	$20,983.00	$0.00	$1,454,294.50	$8,040.51	$118,382.00	$0.00	$0.00	$0.00	$8,039,028.00	$0.00	$8,165,450.51	$9,619,745.01
Day 54	12-Jun	$565,997.40	$155,400.00	$0.00	$387,669.10	$65,421.00	$0.00	$1,174,487.50	$3,921.30	$451,064.48	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.78	$2,429,473.28
Day 55	13-Jun	$718,374.00	$64,750.00	$0.00	$436,879.50	$58,749.00	$0.00	$1,274,752.50	$3,327.46	$221,102.47	$0.00	$0.00	$0.00	$667,920.00	$0.00	$892,349.95	$2,167,102.45
Day 56	14-Jun	$775,808.50	$155,400.00	$0.00	$338,956.30	$58,188.00	$0.00	$1,328,352.80	$16,762.68	$608,674.72	$0.00	$0.00	$0.00	$1,890,000.00	$593,675.00	$3,112,012.40	$4,441,365.20
Day 57	15-Jun	$780,851.60	$367,080.00	$0.00	$329,747.20	$66,505.00	$0.00	$1,538,183.70	$321,697.71	$193,052.00	$0.00	$0.00	$0.00	$10,811,250.00	$0.00	$11,325,999.71	$12,864,183.41
Day 58	16-Jun	$875,182.50	$0.00	$0.00	$409,410.80	$47,806.00	$0.00	$1,332,399.30	$13,764.02	$261,304.30	$0.00	$0.00	$0.00	$0.00	$36,061.00	$310,129.32	$1,642,528.62
Day 59	17-Jun	$692,791.75	$621,154.00	$0.00	$326,601.80	$84,791.00	$0.00	$2,105,338.55	$12,810.98	$276,686.14	$0.00	$0.00	$0.00	$0.00	$338,513.60	$628,080.70	$2,733,429.25
Day 60	18-Jun	$844,472.50	$822,824.00	$0.00	$419,438.00	$75,088.00	$0.00	$2,261,823.80	$46,228.88	$527,820.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,049.02	$3,237,872.82
Day 61	19-Jun	$681,608.50	$1,231,707.00	$0.00	$339,991.40	$71,566.00	$0.00	$2,324,872.90	$10,686.00	$110,226.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,445,785.40
Day 62	20-Jun	$583,288.00	$831,540.00	$0.00	$513,093.20	$76,715.00	$0.00	$2,004,637.20	$125.86	$251,100.00	$4,488,203.32	$0.00	$594,850.00	$0.00	$165,143.50	$5,509,522.68	$7,514,159.88
Day 63	21-Jun	$843,387.50	$676,140.00	$0.00	$490,549.90	$77,628.00	$0.00	$2,087,805.50	$17,775.77	$798,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,746.82	$2,904,352.32
Day 64	22-Jun	$787,887.75	$28,347.00	$0.00	$781,080.50	$35,688.00	$0.00	$1,583,203.25	$10,887.86	$603,952.00	$0.00	$0.00	$22,085.00	$0.00	$0.00	$636,634.86	$2,229,838.13
Day 65	23-Jun	$711,539.50	$584,831.00	$0.00	$813,285.40	$59,842.00	$0.00	$2,169,097.90	$34,061.08	$1,070,056.98	$0.00	$0.00	$0.00	$0.00	$8,698,757.67	$9,802,875.72	$11,971,973.62
Day 66	24-Jun	$792,387.30	$0.00	$0.00	$731,435.70	$59,913.00	$0.00	$1,583,736.00	$26,579.25	$488,988.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,759.68	$2,449,495.68
Day 67	25-Jun	$729,336.50	$584,850.00	$0.00	$760,249.90	$28,552.00	$0.00	$2,102,991.40	$50,182.33	$809,600.13	$0.00	$0.00	$0.00	$0.00	$0.00	$859,782.46	$2,962,673.86
Day 68	26-Jun	$721,631.50	$1,122,600.00	$0.00	$814,148.00	$41,931.00	$0.00	$2,500,310.50	$3,063.75	$483,063.29	$0.00	$0.00	$0.00	$0.00	$0.00	$486,127.04	$2,986,437.54
Day 69	27-Jun	$687,761.90	$1,170,567.00	$0.00	$689,082.80	$33,259.00	$0.00	$2,580,610.70	$54,887.33	$211,950.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,542,121.73	$13,122,732.43
Day 70	28-Jun	$686,130.70	$1,416,902.00	$0.00	$506,780.60	$56,100.00	$0.00	$2,670,913.30	$9,393.50	$296,640.38	$0.00	$0.00	$0.00	$0.00	$1,378,194.00	$1,684,227.88	$4,355,141.18
Day 71	29-Jun	$738,996.90	$1,188,740.00	$0.00	$420,913.10	$37,785.00	$0.00	$2,387,414.60	$29,511.24	$1,092,270.65	$0.00	$0.00	$0.00	$17,864,343.65	$0.00	$18,986,125.69	$21,373,540.29
Day 72	30-Jun	$878,829.50	$1,018,522.00	$0.00	$443,071.80	$37,785.00	$0.00	$2,175,988.40	$7,988.35	$435,800.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,988.75
Day 73	01-Jul	$683,129.50	$1,042,449.00	$42,850.50	$692,032.80	$64,249.00	$0.00	$2,524,710.80	$13,939.75	$182,022.80	$0.00	$0.00	$0.00	$0.00	$0.00	$195,962.65	$2,720,673.45
Day 74	02-Jul	$795,261.70	$938,809.00	$53,381.00	$756,529.30	$84,249.00	$0.00	$2,578,110.00	$7,737.11	$405,520.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,989,367.41
Day 75	03-Jul	$738,597.60	$590,312.00	$100,254.00	$989,742.40	$82,352.00	$10.77	$1,961,268.77	$3,030.00	$655,446.30	$0.00	$0.00	$0.00	$0.00	$0.00	$658,476.30	$2,619,745.07

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National Pollution Funds Center

Data current through August 11, 2010

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30	Days	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 76	04-Jul	$794,695.30	$606,472.00	$125,640.90	$692,668.20	$64,249.00	$32.31	$2,183,757.71	$2,578.65	$248,925.50	$0.00	$0.00	$8,800.00	$0.00	$0.00	$258,304.15	$2,442,061.86
Day 77	05-Jul	$783,383.60	$1,153,228.00	$86,109.25	$396,299.20	$64,246.00	$10.77	$2,483,276.82	$20,158.22	$441,432.86	$6,576,843.82	$172,787.84	$0.00	$0.00	$1,383,840.00	$8,595,060.74	$11,058,336.76
Day 78	06-Jul	$776,506.25	$351,072.00	$17,787.00	$483,961.40	$23,232.00	$0.00	$1,632,548.65	$3,844.61	$1,809,287.58	$0.00	$0.00	$0.00	$0.00	$18,740,357.00	$20,553,269.19	$22,186,817.84
Day 79	07-Jul	$896,883.40	$456,912.00	$42,828.70	$473,664.30	$64,249.00	$0.00	$1,874,637.40	$14,487.41	$620,244.00	$0.00	$197,570.00	$0.00	$0.00	$65,388.68	$897,690.00	$2,872,327.40
Day 80	08-Jul	$876,318.20	$456,912.00	$37,888.50	$321,242.20	$64,249.00	$0.00	$1,756,718.90	$9,870.35	$1,034,748.10	$0.00	$234,542.20	$0.00	$0.00	$0.00	$1,279,160.65	$3,035,878.55
Day 81	09-Jul	$950,760.75	$774,432.00	$92,573.25	$725,337.00	$23,282.00	$201.68	$2,568,536.68	$8,159.79	$342,000.00	$0.00	$28,406.98	$0.00	$0.00	$0.00	$378,566.78	$2,946,103.46
Day 82	10-Jul	$804,977.50	$774,432.00	$96,782.35	$524,314.20	$78,121.00	$0.00	$2,278,137.05	$3,303.84	$483,410.10	$0.00	-$215,507.33	$0.00	$0.00	-$23,800.00	$676,711.27	$2,954,848.32
Day 83	11-Jul	$876,843.70	$1,318,007.00	$112,381.50	$816,433.10	$78,051.00	$253.67	$3,204,069.97	$1,628.61	$333,800.00	$0.00	-$376,982.87	$2,009,560.00	$179,850.00	$6,584,275.00	$9,486,994.28	$12,690,064.25
Day 84	12-Jul	$1,105,838.25	$1,582,828.00	$115,211.25	$572,884.00	$72,650.00	$0.00	$3,429,321.50	$421,122.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,023,465.85	$1,727,442.00	$104,298.50	$674,161.00	$68,268.00	$0.00	$3,598,653.15	$3,604.00	$896,124.20	$0.00	$101,761.98	$0.00	$100,000.00	$0.00	$1,101,490.18	$4,700,143.33
Day 86	14-Jul	$1,112,149.70	$1,462,069.00	$109,832.80	$510,283.80	$71,295.00	$0.00	$3,258,430.10	$19,248.10	$549,488.40	$0.00	-$288,912.05	$0.00	$5,730,180.00	$14,756.00	$6,580,593.55	$9,838,023.65
Day 87	15-Jul	$1,084,580.45	$1,410,880.00	$74,462.85	$468,408.80	$69,127.00	$188.88	$3,097,427.78	$12,007.07	$405,875.00	$0.00	$0.00	$390,515.34	$0.00	$0.00	$808,397.41	$3,895,825.17
Day 88	16-Jul	$1,123,573.40	$1,417,567.00	$27,489.00	$271,482.00	$64,590.00	$0.00	$2,904,701.40	$7,783.58	$906,868.50	$0.00	$530,667.17	$0.00	$300,000.00	$0.00	$1,745,320.25	$4,650,027.65
Day 89	17-Jul	$995,343.12	$1,850,924.00	$82,871.25	$487,153.00	$67,265.00	$0.00	$3,283,556.37	$2,231.48	$830,500.00	$0.00	$94,804.95	$0.00	$15,061,049.00	$0.00	$15,988,385.41	$19,271,941.78
Day 90	18-Jul	$971,190.35	$1,833,788.00	$122,649.45	$249,165.50	$71,638.00	$0.00	$3,048,418.30	$5,280.25	$238,913.18	$0.00	$58,613.96	$0.00	$50,000.00	$0.00	$349,017.39	$3,397,435.69
Day 91	19-Jul	$1,187,443.85	$1,704,348.00	$107,207.10	$381,011.00	$67,230.00	$0.00	$3,457,240.05	$1,818.65	$321,350.00	$0.00	$264,402.56	$0.00	$0.00	$1,486,113.51	$2,073,684.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.50	$1,233,759.00	$105,509.25	$345,878.70	$84,791.00	$407.51	$2,893,688.96	$29,287.12	$285,986.00	$0.00	$109,131.55	$28,000.00	$0.00	$3,533,350.48	$3,985,315.15	$6,879,004.11
Day 93	21-Jul	$1,086,029.80	$1,110,354.00	$53,199.30	$367,658.00	$80,997.00	$0.00	$2,658,238.20	$221,784.41	$189,500.00	$0.00	$139,486.84	$0.00	$0.00	$11,696.50	$562,427.75	$3,220,665.95
Day 94	22-Jul	$1,088,847.10	$880,642.00	$76,837.30	$567,416.50	$84,421.00	$149.61	$2,407,313.51	$953.31	$443,528.30	$0.00	$171,478.95	$0.00	$0.00	$12,578,500.00	$13,194,462.56	$15,601,776.07
Day 95	23-Jul	$824,711.60	$814,510.00	$0.00	$225,642.10	$23,232.00	$149.61	$1,888,166.31	$15,627.19	$279,000.00	$0.00	$117,972.17	$0.00	$0.00	$0.00	$412,599.36	$2,300,764.67
Day 96	24-Jul	$610,380.00	$957,628.00	$0.00	$55,514.80	$0.00	$0.00	$1,623,722.80	$8,539.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$148,539.28	$1,772,262.08
Day 97	25-Jul	$358,146.40	$913,824.00	$0.00	$206,806.50	$0.00	$0.00	$1,478,776.90	$0.00	$51,500.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,646.00	$1,601,422.90
Day 98	26-Jul	$1,106,435.65	$1,052,280.00	$18,170.00	$198,724.00	$64,421.00	$426.60	$2,436,457.25	$3,129.47	$225,694.00	$0.00	$0.00	$0.00	$0.00	$451,723.00	$680,546.47	$3,116,983.72
Day 99	27-Jul	$1,003,216.80	$1,052,280.00	$68,722.50	$223,687.50	$64,421.00	$183.37	$2,412,471.17	$318.88	$374,000.00	$0.00	$0.00	$0.00	$8,347,309.97	$90,048.96	$9,811,678.91	$12,224,148.08
Day 100	28-Jul	$1,094,285.80	$825,857.00	$86,024.40	$285,389.70	$74,177.00	$146.82	$2,465,880.72	$2,624.23	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.00	$520,031.23	$2,985,891.95
Day 101	29-Jul	$1,072,569.60	$772,289.00	$64,730.80	$182,282.00	$64,421.00	$319.88	$2,176,622.58	$6,156.39	$433,000.00	$0.00	$0.00	$0.00	$12,155,000.00	$0.00	$12,594,156.39	$14,770,777.97
Day 102	30-Jul	$948,887.70	$952,184.00	$77,777.70	$197,686.20	$64,421.00	$0.00	$2,240,936.60	$668.20	$247,500.00	$0.00	$0.00	$0.00	$8,072,176.00	$0.00	$8,320,344.20	$11,561,280.80
Day 103	31-Jul	$948,337.75	$1,196,896.00	$61,448.00	$104,100.00	$23,232.00	$166.07	$2,334,196.82	$436.00	$381,076.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,381,512.40	$4,695,709.22
Day 104	01-Aug	$799,778.00	$1,118,201.00	$158,214.00	$84,421.00	$0.00	$0.00	$2,138,614.00	$0.00	$1,894,243.00	$0.00	$0.00	$0.00	$0.00	$31,792,754.80	$33,486,997.80	$35,625,611.80
Day 105	02-Aug	$970,067.15	$977,958.00	$114,127.88	$130,456.60	$41,180.00	$10.77	$2,233,809.88	$5,734.09	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,734.09	$2,511,543.77
Day 106	03-Aug	$920,879.00	$822,398.00	$88,636.00	$155,132.00	$80,069.00	$0.00	$1,873,413.00	$5,283.69	$477,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,883.69	$2,356,296.69
Day 107	04-Aug	$984,774.70	$41,084.00	$88,835.00	$122,095.90	$38,660.00	$312.38	$1,286,081.98	$30,832.06	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,218,758.53	$17,822,990.59	$19,109,082.57
Day 108	05-Aug	$1,012,674.20	$319,898.00	$96,567.24	$309,566.50	$76,817.00	$110.73	$1,815,534.67	$1,532.72	$202,500.00	$0.00	$0.00	$0.00	$4,119,093.70	$8,491,120.64	$12,808,247.06	$14,623,781.73
Day 109	06-Aug	$834,330.10	$270,819.00	$108,338.00	$167,087.60	$80,068.00	$0.00	$1,560,644.70	$635.98	$346,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$347,035.98	$1,907,680.68
Day 110	07-Aug	$746,111.99	$135,763.00	$93,511.11	$38,434.50	$76,817.00	$196.08	$1,090,853.68	$436.00	$231,500.00	$0.00	$0.00	$0.00	$2,725,180.23	$0.00	$2,957,116.23	$4,047,969.91
Day 111	08-Aug	$882,182.50	$214,218.00	$11,319.00	$178,382.00	$76,817.00	$97.82	$1,182,974.32	$600.96	$3,602,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,603,200.96	$4,986,175.28
Day 112	09-Aug	$820,127.75	$0.00	$88,399.10	$41,382.00	$96,817.00	$126.57	$966,852.42	$2,800.00	$775,000.00	$0.00	$0.00	$0.00	$1,817,674.00	$0.00	$2,595,474.00	$3,594,386.42
Day 113	10-Aug	$890,420.25	$512,040.00	$44,671.75	$83,027.10	$74,657.00	$61.24	$1,605,077.34	$5,308.49	$622,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$627,808.49	$2,232,885.83
Day 114	11-Aug	$771,030.00	$170,316.00	$0.00	$63,085.10	$0.00	$0.00	$1,004,431.10	$1,263.73	$1,292,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,293,763.73	$2,298,194.83
Day 115	12-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 116	13-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 117	14-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 119	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	TOTAL	$68,470,352.71	$80,478,422.60	$3,094,330.28	$33,527,786.30	$3,915,405.00	$3,692.92	$169,487,878.69	$2,824,388.02	$81,858,732.84	$16,587,716.46	$3,079,010.23	$11,335,545.34	$175,932,608.33	$183,351,498.92	$446,667,463.72	$816,365,343.41

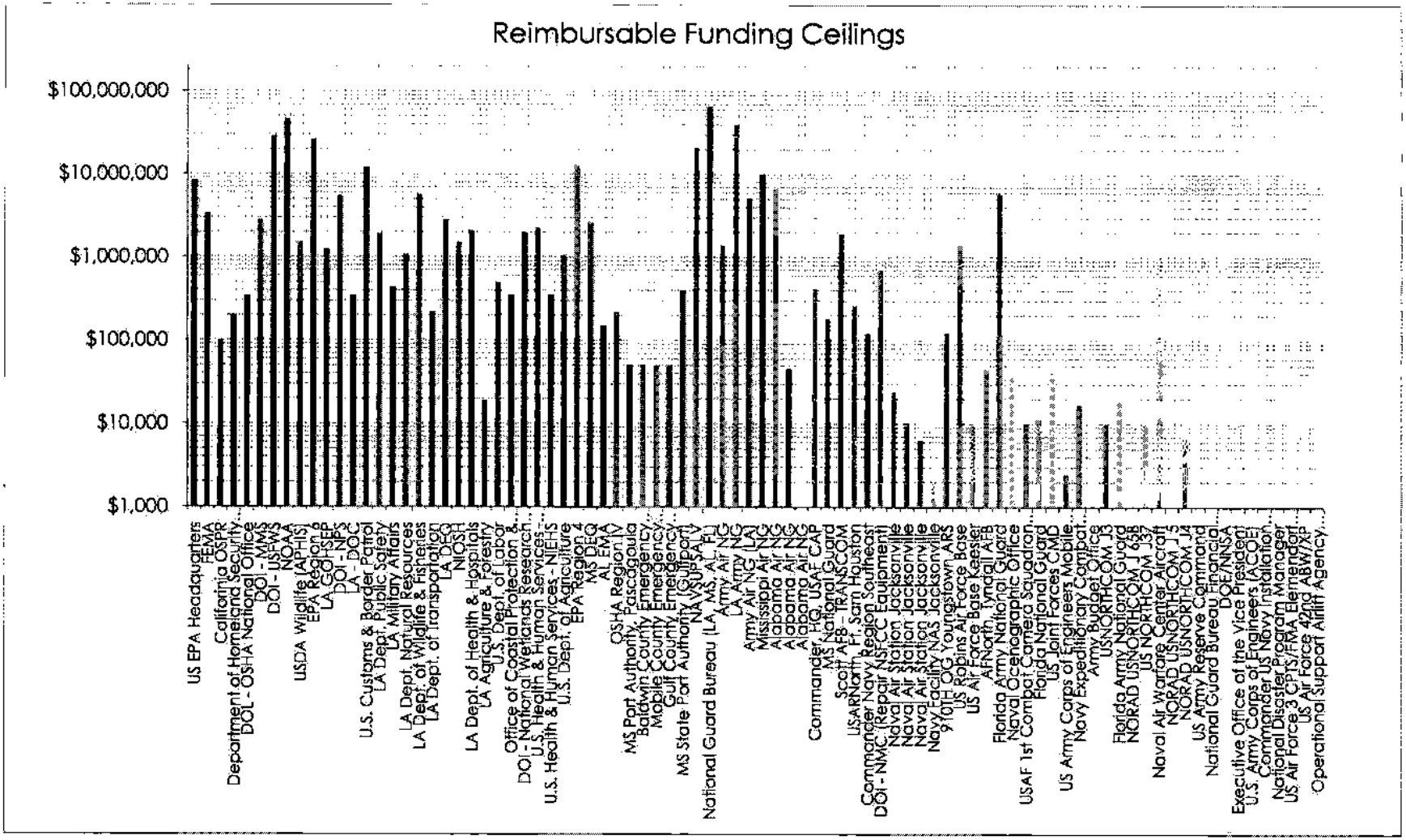
FPN NF0036 Mississippi Canyon Block 252 Daily Financial Summary
August 12, 2010

Agency	Ceiling	Document Control Number (DCN)	Notional Spending to Date	Days	Notional Daily Burn Rate	Current Notional Balance	Billings to OSC	Paid by OSC	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8,960,257.72	38-10-29-04-YY-067	$8,408,530.45	80	$62,951.78	$1,960,726.66	$5,712,882.84	$5,712,882.84	Yes	April 30 to July 31, 2010.
FEMA	$3,379,333.00	38-10-29-04-YY-069	$2,182,699.45	90	$56,222.22	$1,180,669.55			Yes	June 3 to July 26. Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	38-10-29-04-YY-046	$23,133.33	30	$3,333.33	$46,866.67			Yes	OSPR to provide aircraft use for 30 days 16 July to 15 August.
Department of Homeland Security (DHS)	$300,000.00	38-10-29-04-YY-051	$26,668.67	120	$1,666.67	$173,333.33	$156,171.00	$156,171.00	Yes	6 July to 31 November 2010. FAA aircraft to transport and support the NIC.
DOL - OSHA National Office	$343,389.23	38-10-29-04-YY-072	$343,389.23	30	$11,446.64	$0.00	$156,171.00	$156,171.00		Analyses of Worker Safety IRT NCP. April 22 - May 31.
DOI - MMS	$2,630,000.00	38-10-29-04-YY-061	$2,186,666.67	90	$31,444.44	$660,333.33			Yes	April 22 thru May 22, amendment for FRTG extended period until July 15.
DOI - USFWS	$28,543,138.00	38-10-29-04-YY-062	$25,987,036.99	87	$429,079.59	$2,556,101.01				May 1 - August 7th.
NOAA	$48,449,330.00	38-10-29-04-YY-063	$26,708,364.76	120	$367,077.75	$19,740,965.25			Yes	April 24 - September 6th. Two components of PNRA - personnel costs and Sailboat Surveillance.
USDA Wildlife (APHIS)	$1,534,467.00	38-10-29-04-YY-054	$741,666.72	120	$12,797.36	$792,816.28	$76,667.85	$76,667.85	Yes	May 1 - September 2.
EPA Region 6	$20,072,125.19	38-10-29-04-YY-035	$19,119,581.54	90	$260,660.20	$6,952,667.76	$19,903,881.27	$19,903,881.27	Yes	April 23 - July 31, 2010.
LA GOHSEP	$1,280,000.00	38-10-29-04-YY-006	$1,187,500.50	60	$19,833.33	$92,500.00	$688,588.51	$688,588.51		May 4 - June 29.
DOI - NPS	$6,580,000.00	38-10-29-04-YY-057	$5,946,666.67	90	$41,666.67	$1,633,333.33			Yes	April 30 - July 31.
LA - DOC	$348,290.00	38-10-29-04-YY-008	$320,182.50	60	$5,821.50	$28,107.50	$25,588.81	$25,588.81		May 1 - June 30.
U.S. Customs & Border Patrol	$12,160,560.97	38-10-25-04-YY-009	$7,437,545.48	90	$139,120.95	$4,722,231.49			Yes	May 5 - July 5. Amendment increased aircraft flights for a cost until 31 August.
LA Dept. Public Safety	$1,909,000.00	38-10-29-04-YY-010	$574,959.33	120	$15,806.33	$1,034,041.67	$1,239,844.04	$1,239,844.04	Yes	April 29 - August 18
LA Military Affairs	$437,764.00	38-10-29-04-YY-011	$315,869.47	75	$8,541.57	$121,894.53	$329,719.56	$329,719.56	Yes	May 10 - August 18.
LA Dept. Natural Resources	$1,075,938.70	38-10-29-04-YY-012	$881,048.48	90	$11,648.22	$394,890.22	$531,978.96	$531,978.96	Yes	May 8 - August 19.
LA Dept. of Wildlife & Fisheries	$5,789,078.00	38-10-29-04-YY-013	$5,789,078.00	54	$109,534.78	$0.00	$5,083,135.19	$5,083,135.19		April 20 - July 19.
LA Dept. of Transportation	$221,668.00	38-10-29-04-YY-014	$139,132.60	90	$2,465.42	$86,755.20	$89,024.89	$89,024.89	Yes	May 10 - August 20.
LA DEQ	$2,637,256.00	38-10-29-04-YY-015	$1,279,765.20	120	$23,643.20	$1,660,490.80	$764,259.16	$764,259.16	Yes	May 10 - August 18.
NIOSH	$1,520,580.00	38-10-29-04-YY-016	$1,218,472.00	60	$25,343.17	$304,118.00			Yes	May 1 - July 31, 2010.
LA Dept. of Health & Hospitals	$2,077,251.00	38-10-29-04-YY-017	$1,134,045.00	90	$23,000.60	$823,206.00	$503,187.16	$503,187.16	Yes	May 14 - July 29.
LA Agriculture & Forestry	$16,688.39	38-10-29-04-YY-018	$14,786.63	60	$314.60	$4,093.45	$10,845.16	$13,403.61	Yes	May 14 - June 14. Amendment extended 30 days with cost.
U.S. Dept. of Labor	$500,815.12	38-10-29-04-YY-019	$500,815.00	45	$11,129.25	[redacted]				May 14 to June 30.
Office of Coastal Protection & Restoration	$350,000.00	38-10-29-04-YY-020	$350,000.00	45	$7,667.78	[redacted]	$339,856.19	$339,856.19		April 28 to May 31.
DOI - National Wetlands Research Center	$1,580,000.00	38-10-29-04-YY-021	$1,551,000.00	60	$33,000.00	$429,000.00			Yes	June 5 - Aug 15.
U.S. Health & Human Services - Research	$2,275,000.00	38-10-29-04-YY-023	$1,425,666.67	75	$30,333.33	$849,333.33			Yes	1 June - 31 August
U.S. Health & Human Services - NIEHS	$352,000.00	38-10-29-04-YY-024	$176,000.00	58	$6,206.71	$176,000.00			Yes	5 June - 31 July
U.S. Dept. of Agriculture	$1,067,950.80	38-10-29-04-YY-025	$481,994.29	164	$10,086.87	$585,956.51	$58,888.31	$58,888.31	Yes	May 17 - August 31, 2010.
EPA Region 4	$12,930,190.00	38-10-29-04-YY-027	$11,536,171.00	105	$213,899.53	$1,282,019.00	$10,295,801.01	$10,295,801.01		April 30 - July 31.
MS DEQ	$2,630,000.00	38-10-29-04-YY-003	$1,734,111.11	90	$29,222.22	$895,888.89	$449,006.82	$449,006.82	Yes	April 28 - July 31st.
AL EMA	$155,000.00	38-10-29-04-YY-005	$147,500.00	60	$2,500.00	$2,500.00	$57,344.44	$57,344.44		April 30 - June 30.
OSHA Region IV	$220,000.00	38-10-29-04-YY-004	$212,666.67	30	$7,333.33	$7,333.33			Yes	June 5 - Jul 5.
MS Port Authority, Pascagoula	$90,000.00	38-10-29-04-YY-029	$31,666.67	30	$1,666.67	$16,333.33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile by providing pier space at Pascagoula.
Baldwin County Emergency Management, AL	$90,000.00	38-10-29-04-YY-006	$31,666.67	30	$1,666.67	$16,333.33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Mobile County Emergency Management, AL	$90,000.00	38-10-29-04-YY-007	$31,666.67	30	$1,666.67	$16,333.33	$20,384.00	$20,384.00	Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Gulf County Emergency Management, FL	$90,000.00	38-10-29-04-YY-008	$30,000.00	30	$1,666.67	$30,000.00	$20,384.00	$20,384.00	Yes	August 1 to August 31. Provide County support to ICP Mobile and staging area for response operations.
MS State Port Authority (Gulfport)	$400,000.00	38-10-29-04-YX-159	$320,000.00	90	$6,666.67	$80,000.00	$346,120.47	$346,120.47	Yes	May 12 - June 30. Amendment carries them through the end of June.
NAVSUPSALV	$21,412,835.40	28-10-84-04-YY-072	$6,565,134.18	150	$142,753.24	$12,847,701.24			Yes	April 27 to September 21 from MOD 5.
National Guard Bureau (LA, MS, AL, FL)	$46,540,066.65	28-10-84-04-YY-078	$20,868,427.23	178	$376,280.50	$25,153,656.42			Yes	May 1 to September 30, from MOD 13. See enclosed new cost details in MIPR.
Army Air NG	$1,472,920.00	28-10-84-04-YY-079	$643,005.00	120	$11,691.00	$736,916.00			Yes	May 1 to September 28
LA Army NG	$39,958,922.00	28-10-84-04-YY-080	$14,833,279.40	180	$280,959.46	$25,275,950.00			Yes	May 1 to September 30 via MOD 04.
Army Air NG (LA)	$5,131,620.11	28-10-84-04-YY-081	$2,351,992.95	120	$42,763.50	$2,779,627.16			Yes	May 1 to 15 August. Various components and periods of performance.
Mississippi Air NG	$49,044,292.35	28-10-84-04-YY-082	$46,136,179.08	90	$111,903.25	$3,909,113.89			Yes	May 8 to August 7. Various components of ANG at various dates.
Alabama Air NG	$8,926,830.80	28-10-84-04-YY-083	$3,819,900.51	120	$66,672.58	$3,999,930.29			Yes	May 8 – July 19.
Alabama Air NG	$49,500.00	28-10-84-04-YY-084	$35,641.67	90	$756.33	$8,858.33			Yes	May 8 - Aug 8.
Alabama Air NG	$0.00	28-10-84-04-YY-085	$0.00	90	$0.00	$0.00				MIPR closed out with no use of funding on 7/9/2010.
Commander, HQ, USAF CAP	$425,865.00	28-10-84-04-YY-087	$178,247.77	120	$3,329.43	$246,407.23			Yes	May 7 until 250 hours of flight time completed or ends 1 October 2010.
MS National Guard	$184,500.00	28-10-84-04-YY-088	$168,100.00	45	$4,100.00	$16,400.00				May 8 - June 8.
Scott AFB - TRANSCOM	$1,394,772.40	28-10-84-04-YY-089	$1,294,761.14	90	$31,979.54	$800,011.26			Yes	No period or performance stated on MIPR coordination with TRANSCOM.
USARNorth, Ft. Sam Houston	$257,416.00	28-10-84-04-YY-090	$227,577.91	51	$4,383.97	$43,838.09				May 7 - July 31.

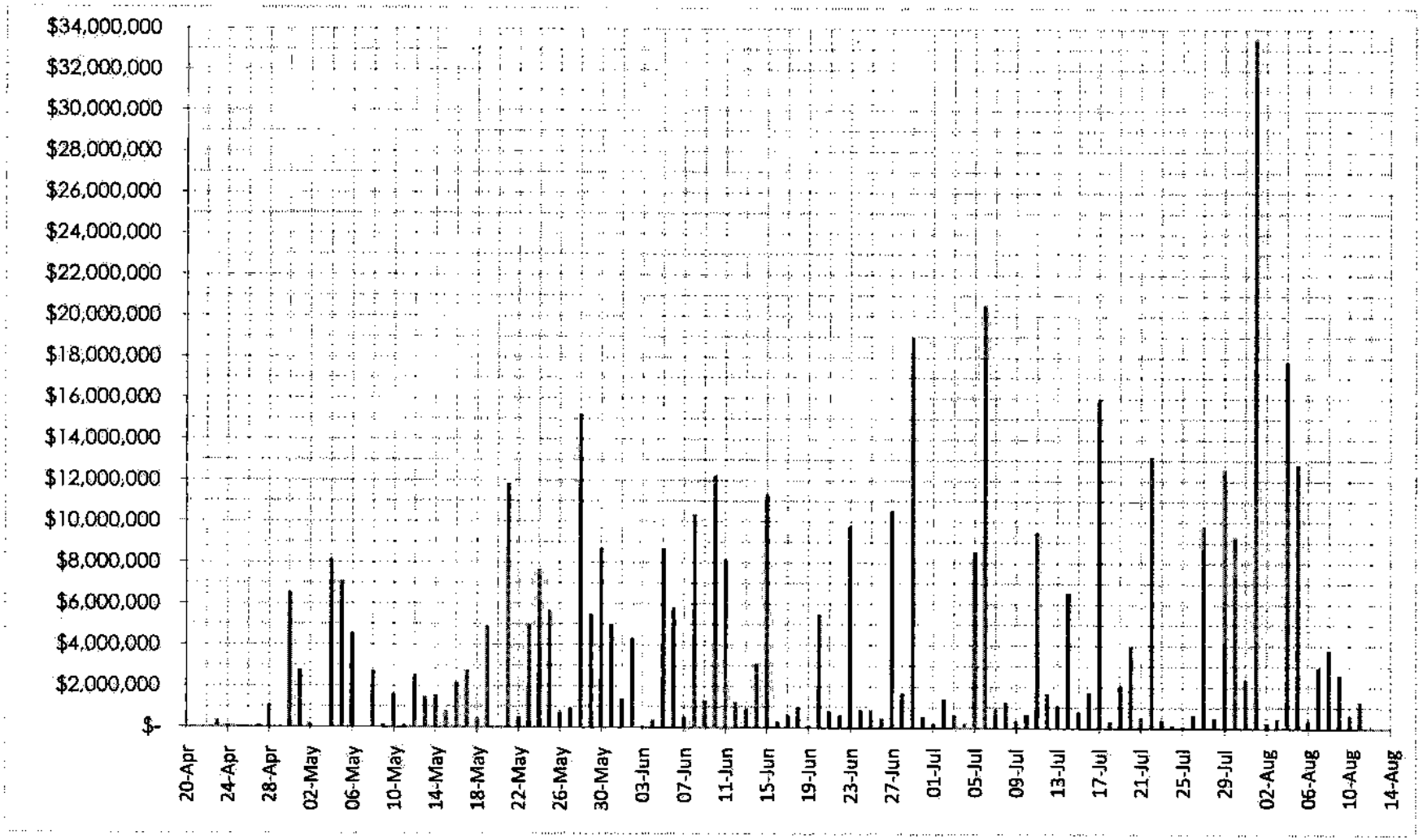
FPN N1E036 Mustiopi Canyon Block 252 Daily Financial Summary
August 12, 2010

Agency	Ceiling	Document Control Number (DCN)	Notional Spending to Date	D a y s	Notional Daily Burn Rate	Current Notional Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
Commander Navy Region Southeast	$125,000.00	28-10-84-04-YY-0291	-$54,900.00	120	$1,018.67	-$67,100.00			Yes	April 26 - August 31.
DOI - NMC (Repair NSFCC Equipment)	$998,411.00	28-10-84-04-YY-283	$293,703.21	120	$5,830.06	$494,707.79			Yes	May 27 - July 25, 2011. Maintenance contract for NSFCC response equipment.
Naval Air Station Jacksonville	$24,382.92	28-10-84-04-YY-284	$11,071.39	90	$270.05	$13,331.56			Yes	May 20 - September 30
Naval Air Station Jacksonville	$10,414.40	28-10-84-04-YY-285	$4,281.48	90	$115.72	$6,132.92			Yes	May 20 - October 2
Naval Air Station Jacksonville	$6,400.20	28-10-84-04-YY-286	$6,400.20	30	$213.34	[redacted]			[redacted]	May 20 - July 20.
Navy Facility NAS Jacksonville	$21,733.44	28-10-84-04-YY-287	$1,315.82	60	$36.56	$417.62			Yes	May 20 - July 20.
910TH CG Youngstown ARS	$125,000.00	28-10-84-04-YY-288	$125,000.00	45	$2,777.78	[redacted]			[redacted]	May 1 to June 11.
US Robins Air Force Base	$1,400,000.00	28-10-84-04-YY-289	$1,400,000.00	45	$31,111.11	[redacted]			[redacted]	May 1 to June 11.
US Air Force Base Keesler	$10,000.00	28-10-84-04-YY-290	$10,000.00	45	$222.22	[redacted]			[redacted]	Funding for non-flying support for DT30 aircraft - 20 May to 5 July.
AFMoth. Tyndall AFB	$43,480.36	28-10-84-04-YY-291	$32,207.89	61	$636.18	$11,272.89			Yes	May 1 to July 31.
Florida Army National Guard	$5,870,357.00	28-10-84-04-YY-292	$1,810,028.20	120	$48,319.80	$4,060,328.80			Yes	May 25 to 19 August.
Naval Oceanographic Office	$43,500.00	28-10-84-04-YY-153	$43,500.00	45	$10,875.00	[redacted]			[redacted]	May 9 to Completion of 4 days activities.
USAF 1st Combat Camera Squadron (AFFAA)	$10,031.29	28-10-84-04-YY-154	$10,031.29	21	$477.68	[redacted]			[redacted]	21 Days from May 1, 2010.
Florida National Guard	$11,480.00	28-10-84-04-YY-106	$9,580.00	30	$380.00	$1,520.00			[redacted]	June 8 - July 8
US Joint Forces CMD	$42,247.50	28-10-84-04-YY-179	$21,537.90	51	$422.31	$20,709.61			Yes	1 May - 18 July
US Army Corps of Engineers Mobile District	$2,500.00	28-10-84-04-YY-122	$2,500.00	45	$55.56	[redacted]			[redacted]	1 May - 23 May
Navy Expeditionary Combat Command	$18,423.50	28-10-84-04-YY-121	$18,423.50	21	$801.12	[redacted]			[redacted]	1 May - 23 May
Army Budget Office	$24,339.53	28-10-84-04-YY-132	$24,339.53	30	$811.32	[redacted]			[redacted]	24 May to 24 July.
USNORTHCOM J3	$9,795.99	28-10-84-04-YY-133	$9,795.99	30	$326.46	[redacted]			[redacted]	4 MQ-PADs to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$21,287.00	28-10-84-04-YY-128	$21,287.00	31	$686.03	[redacted]			[redacted]	4 MQ-PADs to support Deepwater. Period of performance 30 days - 24 May to 24 June.
NORAD USNORTHCOM J 65B	$3,332.00	28-10-84-04-YY-127	$3,332.00	14	$238.00	[redacted]			[redacted]	11 June to 25 June at 14 Days of activity.
US NORTHCOM J37	$10,078.00	28-10-84-04-YY-126	$9,752.90	31	$325.10	$326.10			[redacted]	17-30 June to 20 July (two components 13 days & 31 days) - Hurricane Planners for UHC)
Naval Air Warfare Center Aircraft	$990,914.40	28-10-84-04-YY-129	$990,914.40	45	$22,044.53	[redacted]			[redacted]	28 June - 8 August, extension of time at no cost.
NORAD USNORTHCOM J 5	$6,000.00	28-10-84-04-YY-130	$6,000.00	31	$193.55	[redacted]			[redacted]	9 June to 6 July
NORAD USNORTHCOM J4	$7,378.00	28-10-84-04-YY-131	$7,378.00	31	$238.00	[redacted]			[redacted]	17 June to 18 July.
US Army Reserve Command	$78,000.00	28-10-84-04-YY-131	$78,000.00	21	$3,761.90	[redacted]			[redacted]	Provide EPLOs to UAC for 21 days beginning 1 May.
National Guard Bureau Financial Mgmt	$1,191,460.00	28-10-84-04-YY-133	$834,036.00	66	$19,958.00	$357,444.00			Yes	MQ-9A Orions - AirOps/Supt. Three components - $503,640 (20 June - 30 July); $487,880 (25 June - 25 July) and $197,960 (21 May - 31 June). MOD #2 provide funding through 7 August.
DOE/NNSA	$6,387,000.00	28-10-84-04-YY-139	$1,405,226.00	100	$63,874.00	$4,982,172.00			Yes	NSAC coordination with Deepwater for 100 days from 24 April to 3 August 2010.
Executive Office of the Vice President	$75,000.00	28-10-84-04-YY-131	$75,000.00	2	$0.00	$0.00			[redacted]	Travel arrangements for VP to one day visit to Gulf Coast - period of performance 29 June 2010.
U.S. Army Corps of Engineers (ACOE)	$90,000.00	28-10-84-04-YY-135	$90,666.67	30	$2,666.67	$29,333.33			Yes	Two Scientists to track oil in Loop Current - for 30 days from 3 July to 3 August
Commander US Navy Installation Command	$12,518,800.00	28-10-84-04-YY-137	$8,429,911.11	80	$130,761.11	$4,149,488.89			Yes	Provide 27 skimming vessels, 4 harbor busters up to 25 tow vessels and support personnel from 20 June to 15 September.
National Disaster Program Manager	$90,945.96	28-10-84-04-YY-178	$76,956.52	60	$1,000.52	$20,010.44			Yes	Provide support to NSC through 7 August.
US Air Force 3 CPTS/FMA Eisenwodd AFB	$11,666.50	28-10-84-04-YY-139	$1,364.59	180	$64.86	$10,331.91			Yes	Provide aerial part of orchestration deployment for oil spill recovery services in support of Deepwater Operations, beginning 11 May.
US Air Force 42nd ABW/XP	$30,000.00	28-10-84-04-YY-154	$13,500.00	60	$500.00	$16,500.00			Yes	Prepare and provide a safe haven for severe weather evacuations of up to 900 CG personnel in support of Deepwater. 12 Jul - 12 Sep.
Operational Support Audit Agency, Ft. Belvoir	$339,915.00	28-10-84-04-YY-158	$274,125.00	31	$10,649.00	$65,790.00			[redacted]	Provide 186 flight hours for C-23 aircraft - 31 days (12 July thru 13 August)
Total:	$369,494,086.85		$199,483,715.23		$3,837,897.45	$140,641,381.93	-$45,459,662.91	$46,836,140.94		
Total PIFAs:	$178,892,806.83									
Total MIPRs:	$185,891,488.62									

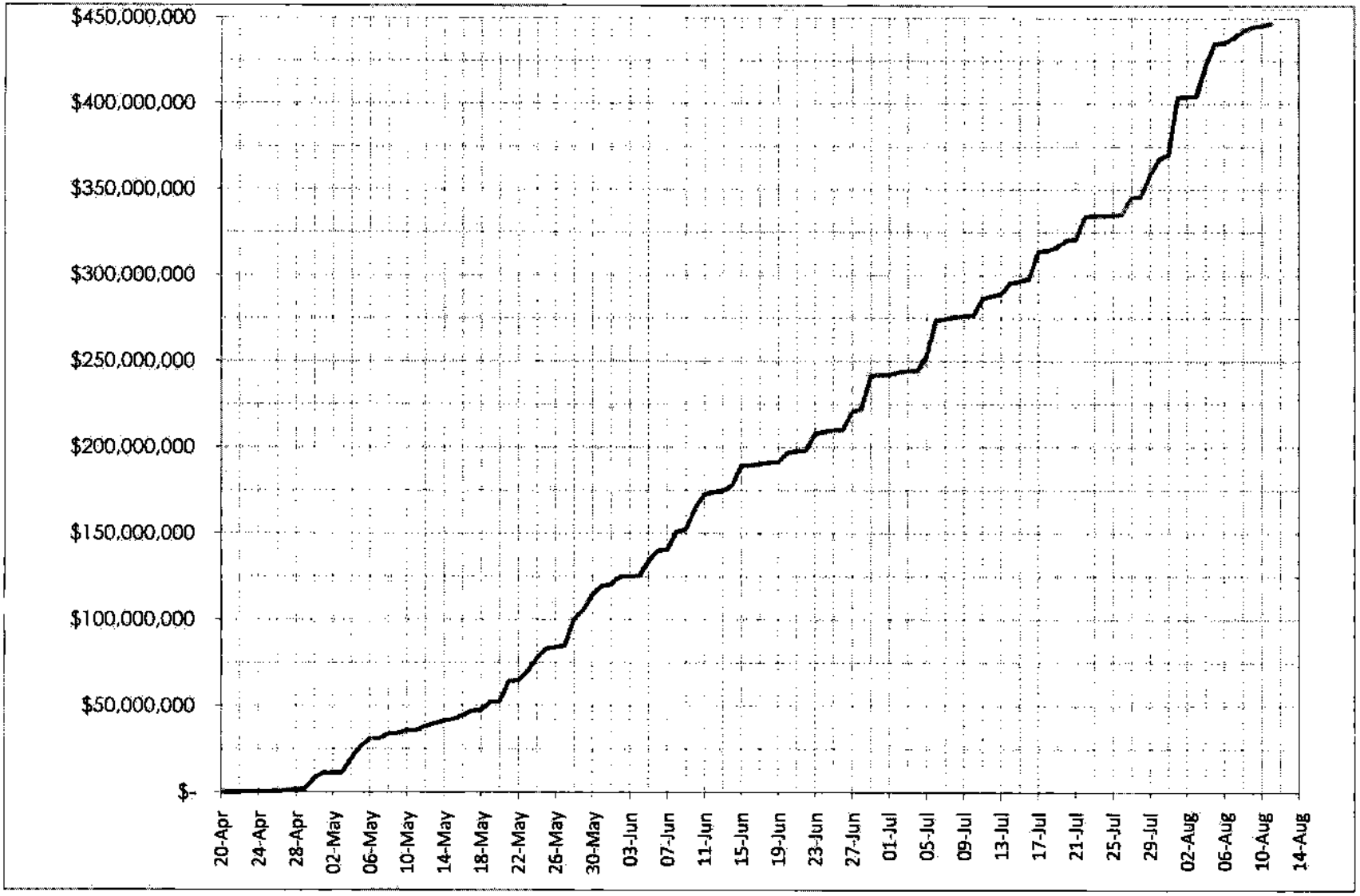
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 12, 2010



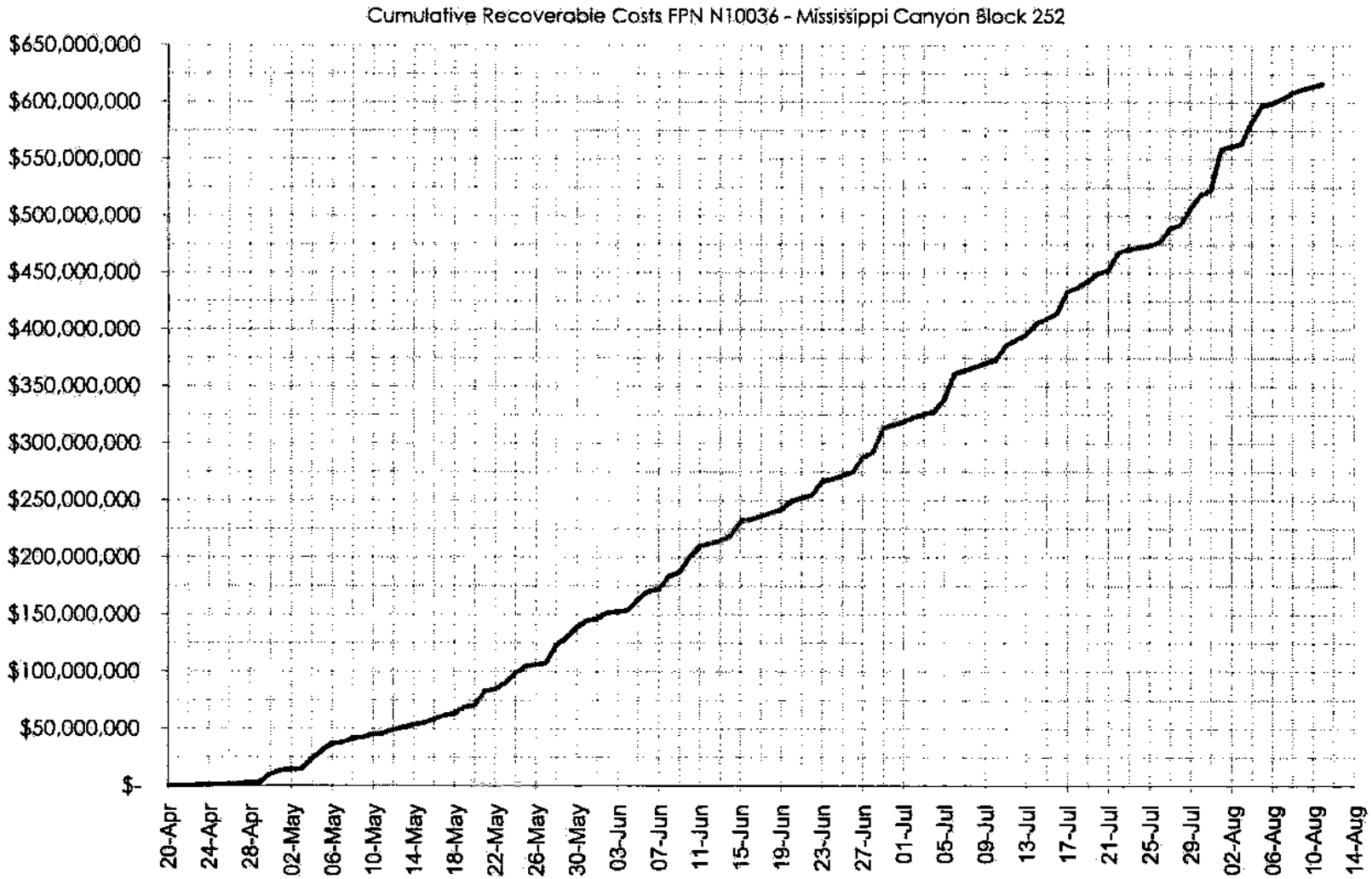
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 12, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 12, 2010
Cumulative Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 12, 2010



Executive Summary

Project Summary

Current Federal Project Ceiling:	$	541,767,579.00
Obligations to Date:	$	455,654,106.31
Federal Project Ceiling Remaining:	$	86,113,472.69

Outlays Per Core Accounting System	$	67,097,671.81

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining in The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	17,780,422.40

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	423,297,668.12
B	**Expenditures**	$	110,785,408.90
C	**Total Obligations** *(A + B)*	$	534,083,077.02

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	662,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	534,083,077.02
G	**Remaining Balance** *((D-(E+F))*	$	122,823,374.55
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	105,042,952.15
I	**Available for future project response** *((G - H)(notes2, 3)*	$	17,780,422.40

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	389,905,085.81
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	167,896,494.27

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $400 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 04/20/2010 **to** 08/12/2010

	FPN Ceiling:	**$541,767,579.00**
Coast Guard Recoverable Costs		
Total Coast Guard Personnel Costs	$68,836,545.91	
Total Coast Guard Cutter Costs	$60,667,354.50	
Total Coast Guard Small Boat Costs	$3,149,793.26	
Total Coast Guard Aircraft Costs	$33,575,730.90	
Total Coast Guard Equipment Costs	$3,948,405.00	
Total Coast Guard Vehicles Costs	$3,867.76	
Total Coast Guard Recoverable Costs:	**$170,181,697.33**	
OSLTF-Funded Coast Guard Direct Costs		
Total Coast Guard Purchases	$2,827,712.95	
Total Coast Guard Travel Orders	$52,013,232.84	
Total Coast Guard GTR Costs - Doc Type 14 Obligations:	$462,354.56	
Total Coast Guard Reserves - Doc Type 71 Obligations	$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations	$3,079,010.23	
Total for Contractors	$11,335,545.34	
Total OSLTF-Funded Coast Guard Direct Costs:	**$88,305,566.36**	**$88,305,566.36**
Other Removal Costs Funded From the OSLTF:		
Total PRFA Costs:	$175,932,608.33	
Total MIPR Costs:	$191,415,931.62	
Total Other Removal Costs Funded From the OSLTF:	**$367,348,539.95**	**$367,348,539.95**
Total Incident Costs To Date:	**$625,835,803.64**	
Total Costs Funded from the OSLTF:		**$455,654,106.31**
Ceiling Remaining (Not Obligated)		**$86,113,472.69**
	Percentage of Ceiling Remaining	**15.9%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 13, 2010

Name: Mississippi Canyon Block 252 Oil Spill																	
This Period		04/20/2010	Thru		08/12/2010				N10036				Daily Summary				
							Ceiling:		$541,767,579.00				Printed	08/13/2010			17:22
							Prev-Period:		$0.00								
							This-Period:		$485,181,781.75								
							Balance:		$56,579,827.25								

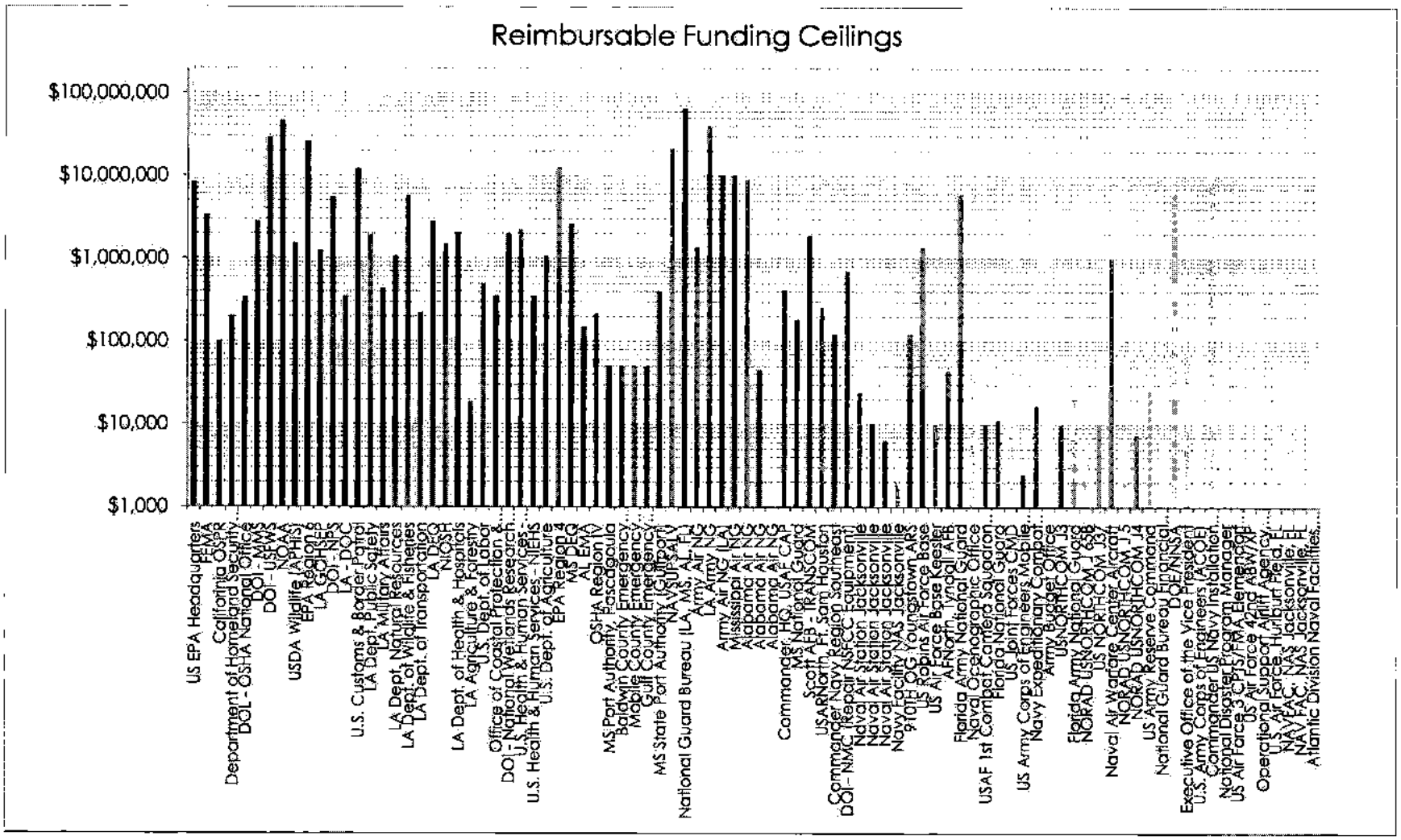
DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$88,062.00	$0.00	$0.00	$0.00	$0.00	$0.00	$88,062.00	$35,956.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,206.00	$431,268.00
Day 5	24-Apr	$108,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$108,144.00	$3,618.00	$107,026.00	$0.00	$0.00	$0.00		$0.00	$110,644.00	$218,788.00
Day 6	25-Apr	$125,336.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,336.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,436.00
Day 7	26-Apr	$130,626.00	$0.00	$0.00	$178,665.70	$0.00	$0.00	$309,291.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,641.83
Day 8	27-Apr	$147,436.00	$0.00	$0.00	$211,181.60	$0.00	$0.00	$358,617.60	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,202.60
Day 9	28-Apr	$123,426.00	$0.00	$0.00	$151,121.30	$0.00	$0.00	$274,547.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,602.30
Day 10	29-Apr	$163,567.00	$0.00	$0.00	$85,476.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$161,318.00	$0.00	$0.00	$85,606.40	$0.00	$0.00	$246,924.40	$0.00	$864,257.59	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,564,257.59	$6,811,182.09
Day 12	01-May	$305,560.00	$211,680.00	$0.00	$211,196.50	$0.00	$0.00	$728,436.50	$0.00	$263,601.36	$0.00	$0.00	$0.00	$2,518,036.00	$0.00	$2,799,639.36	$3,428,075.86
Day 13	02-May	$184,591.00	$211,680.00	$0.00	$163,650.90	$0.00	$0.00	$559,921.90	$0.00	$171,064.00	$0.00	$0.00	$0.00		$0.00	$171,064.00	$730,985.90
Day 14	03-May	$138,953.00	$211,680.00	$0.00	$129,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	04-May	$105,669.00	$211,680.00	$0.00	$159,156.00	$0.00	$0.00	$476,505.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,338.00
Day 16	05-May	$270,524.00	$279,588.00	$0.00	$117,443.00	$792.00	$0.00	$668,347.00	$2,791.81	$177,372.58	$0.00	$0.00	$282,000.00	$6,250,000.00	$349,630.00	$7,071,994.39	$7,740,312.29
Day 17	06-May	$252,367.00	$646,848.00	$0.00	$277,776.50	$2,352.00	$0.00	$1,179,343.50	$0.00	$21,783.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,783.00	$5,730,926.50
Day 18	07-May	$346,128.00	$463,106.00	$0.00	$157,460.90	$2,352.00	$0.00	$969,046.90	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,033.15
Day 19	08-May	$322,842.00	$357,268.00	$0.00	$235,573.50	$410.00	$0.00	$916,093.50	$3,600.00	$128,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,745,958.00	$3,662,051.50
Day 20	09-May	$276,836.00	$365,220.00	$0.00	$173,317.10	$1,608.90	$0.00	$847,161.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$260,298.00	$317,520.00	$0.00	$149,102.60	$245.00	$0.00	$726,165.60	$28,316.05	$60,243.74	$0.00	$0.00	$0.00	$1,538,626.00	$0.00	$1,627,184.79	$2,356,530.39
Day 22	11-May	$307,028.00	$246,660.00	$0.00	$146,466.00	$0.00	$0.00	$700,395.00	$45,666.52	$79,598.74	$0.00	$0.00	$0.00		$0.00	$125,265.26	$825,660.26
Day 23	12-May	$318,314.50	$211,080.00	$0.00	$198,269.10	$245.00	$0.00	$727,908.60	$5,977.21	$86,308.48	$0.00	$0.00	$2,250,170.00	$300,000.00	$0.00	$2,640,555.67	$3,368,461.27
Day 24	13-May	$345,554.00	$211,680.00	$0.00	$207,064.20	$0.00	$0.00	$764,298.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,298.20
Day 25	14-May	$338,656.00	$317,520.00	$0.00	$150,257.60	$245.00	$0.00	$806,678.60	$957.36	$0.00	$0.00	$0.00	$0.00	$1,554,781.12	$8,000.00	$1,563,738.48	$2,369,418.78
Day 26	15-May	$337,129.00	$211,680.00	$0.00	$133,404.80	$10,584.00	$0.00	$692,797.80	$15,419.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,338.30	$1,487,135.60
Day 27	16-May	$269,995.00	$284,025.00	$0.00	$111,418.60	$0.00	$0.00	$665,438.60	$12,153.18	$2,000,980.34	$0.00	$0.00	$0.00		$152,760.00	$2,165,893.52	$2,831,302.12
Day 28	17-May	$375,713.00	$286,380.00	$0.00	$136,263.60	$10,783.00	$0.00	$809,139.60	$8,787.75	$128,049.28	$0.00	$0.00	$0.00	$689,309.10	$1,968,492.00	$2,774,634.13	$3,586,753.73
Day 29	18-May	$280,340.00	$578,760.00	$0.00	$119,855.00	$11,576.00	$0.00	$990,531.00	$4,084.56	$229,950.00	$0.00	$0.00	$0.00		$212,800.00	$446,834.56	$1,437,365.56
Day 30	19-May	$354,481.00	$578,750.00	$0.00	$230,521.30	$15,994.00	$0.00	$1,179,746.30	$11,079.92	$162,999.27	$0.00	$0.00	$0.00	$4,762,473.00	$0.00	$4,936,552.19	$6,116,278.49
Day 31	20-May	$302,514.00	$578,760.00	$0.00	$141,894.50	$0.00	$0.00	$1,022,988.50	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$358,418.00	$550,665.00	$0.00	$103,459.40	$10,492.00	$0.00	$1,023,034.40	$546.00	$224,624.29	$0.00	$0.00	$0.00	$900,000.00	$10,686,072.00	$11,811,241.29	$12,834,308.38
Day 33	22-May	$363,154.00	$423,360.00	$0.00	$167,183.70	$1,064.00	$0.00	$954,761.70	$702.50	$621,500.00	$0.00	$0.00	$0.00		$0.00	$622,202.50	$1,476,964.20
Day 34	23-May	$275,777.00	$155,400.00	$0.00	$181,943.90	$9,408.00	$0.00	$622,528.90	$702.50	$51,909.78	$3,803,500.00	$0.00	$0.00	$1,150,000.00	$208,392.00	$5,014,404.28	$5,636,933.18
Day 35	24-May	$269,153.50	$165,400.00	$0.00	$124,534.60	$9,408.00	$0.00	$567,496.10	$92,081.25	$219,171.75	$0.00	$0.00	$0.00	$5,819,027.00	$1,720,000.00	$7,850,280.00	$8,207,778.13
Day 36	25-May	$279,758.50	$77,700.00	$0.00	$197,958.40	$9,408.00	$0.00	$564,822.90	$13,050.26	$348,301.88	$0.00	$0.00	$1,800,000.00		$3,500,000.00	$5,662,351.94	$6,247,184.84
Day 37	26-May	$290,879.00	$77,700.00	$0.00	$176,646.80	$23,732.00	$0.00	$541,182.80	$5,548.74	$314,677.85	$0.00	$0.00	$0.00		$404,883.92	$724,908.71	$1,266,092.51
Day 38	27-May	$284,337.00	$155,400.00	$0.00	$193,427.80	$23,384.00	$0.00	$656,548.80	$8,888.00	$141,946.98	$0.00	$0.00	$767,161.00		$2,928.40	$940,939.36	$1,807,418.16
Day 39	28-May	$272,354.00	$155,400.00	$0.00	$210,014.30	$23,384.00	$0.00	$661,152.30	$33,854.81	$1,458,805.90	$560,513.84	$0.00	$0.00	$270,911.00	$12,891,361.00	$15,244,445.75	$15,905,598.05
Day 40	29-May	$250,284.00	$249,760.00	$0.00	$48,275.00	$23,384.00	$0.00	$621,703.00	$4,840.52	$173,620.00	$0.00	$0.00	$0.00	$2,885,028.00	$2,424,731.79	$5,488,318.29	$6,110,021.29
Day 41	30-May	$221,194.50	$578,760.00	$0.00	$158,673.50	$9,408.00	$0.00	$968,036.00	$2,882.54	$2,959,425.29	$0.00	$0.00	$0.00	$5,725,000.00	$15,002.00	$8,702,087.74	$9,660,122.74
Day 42	31-May	$385,649.00	$0.00	$0.00	$138,247.00	$9,408.00	$0.00	$414,299.00	$0.00	$2,900,042.76	$0.00	$0.00	$2,052,000.00	$38,961.27	$14,083.44	$4,984,508.66	$5,406,805.96
Day 43	01-Jun	$258,932.00	$155,400.00	$0.00	$268,910.80	$9,408.00	$0.00	$692,650.80	$0.00	$84,198.96	$0.00	$0.00	$0.00		$1,259,641.00	$1,353,736.68	$2,246,387.38
Day 44	02-Jun	$289,882.50	$0.00	$0.00	$207,881.10	$28,396.00	$0.00	$535,749.60	$21,561.19	$564,366.49	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.68	$4,861,707.28
Day 45	03-Jun	$350,342.50	$276,197.50	$0.00	$288,118.80	$13,104.00	$0.00	$924,772.80	$2,325.98	$41,378.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.78	$890,474.28
Day 46	04-Jun	$494,997.00	$156,400.00	$0.00	$314,987.70	$13,104.00	$0.00	$979,488.70	$21,191.38	$350,609.43	$0.00	$0.00	$0.00		$0.00	$371,797.63	$1,350,288.32
Day 47	05-Jun	$425,261.00	$156,400.00	$0.00	$288,892.10	$24,960.00	$0.00	$891,833.10	$0.00	$489,177.00	$0.00	$0.00	$0.00	$8,227,994.29	$0.00	$8,717,171.29	$9,708,604.39
Day 48	06-Jun	$535,319.00	$155,400.00	$0.00	$387,703.10	$30,076.00	$0.00	$1,108,498.10	$6,640.72	$215,098.80	$3,297,650.28	$0.00	$0.00		$2,302,944.00	$5,825,739.78	$6,933,897.88
Day 49	07-Jun	$624,224.40	$155,400.00	$0.00	$204,532.80	$27,312.00	$0.00	$1,011,469.20	$448,269.73	$63,481.21	$0.00	$0.00	$0.00		$8,300.20	$521,070.84	$1,532,539.04
Day 50	08-Jun	$754,670.50	$51,800.00	$0.00	$413,141.20	$23,400.00	$0.00	$1,243,220.70	$36,325.00	$610,931.52	$0.00	$0.00	$36,180.00	$8,182,345.00	$3,987,410.29	$10,573,191.57	$11,816,412.27
Day 51	09-Jun	$861,063.50	$310,800.00	$0.00	$306,295.70	$23,409.00	$0.00	$1,503,518.20	$12,050.66	$786,148.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,308,947.86	$2,893,465.86
Day 52	10-Jun	$778,202.30	$158,400.00	$0.00	$502,595.80	$37,008.00	$0.00	$1,473,208.10	$392,180.50	$85,382.00	$0.00	$0.00	$946,184.00	$8,771,378.00	$2,087,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,281.20	$158,400.00	$0.00	$535,630.30	$20,983.00	$0.00	$1,454,294.50	$8,040.51	$114,382.00	$0.00	$0.00	$0.00	$8,039,028.00	$0.00	$8,165,450.51	$9,619,745.01
Day 54	12-Jun	$566,887.40	$155,400.00	$0.00	$387,869.10	$65,421.00	$0.00	$1,174,487.50	$3,921.30	$451,064.46	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.76	$2,429,473.26
Day 55	13-Jun	$718,374.00	$64,750.00	$0.00	$436,879.50	$56,740.00	$0.00	$1,274,752.50	$3,327.48	$221,102.47	$0.00	$0.00	$0.00	$867,920.00	$0.00	$1,092,349.95	$2,367,102.45
Day 56	14-Jun	$775,806.50	$185,400.00	$0.00	$318,958.30	$50,168.00	$0.00	$1,328,352.80	$19,782.88	$604,574.72	$0.00	$0.00	$0.00	$1,890,000.00	$583,675.00	$3,112,012.45	$4,441,365.35
Day 57	15-Jun	$780,861.00	$397,080.00	$0.00	$323,747.20	$66,508.00	$0.00	$1,536,183.70	$321,897.71	$193,252.00	$0.00	$0.00	$0.00	$10,811,290.00	$0.00	$11,326,969.71	$12,864,153.41
Day 58	16-Jun	$875,162.50	$0.00	$0.00	$409,410.80	$47,808.00	$0.00	$1,332,381.30	$13,794.02	$361,364.30	$0.00	$0.00	$0.00	$0.00	$95,061.00	$470,219.32	$1,802,578.62
Day 59	17-Jun	$992,781.75	$821,154.00	$0.00	$326,901.60	$64,791.00	$0.00	$2,105,328.35	$12,910.96	$276,865.14	$0.00	$0.00	$0.00	$0.00	$538,513.60	$828,289.70	$2,735,428.25
Day 60	18-Jun	$844,472.50	$922,824.00	$0.00	$419,436.00	$75,089.00	$0.00	$2,261,821.50	$48,228.86	$527,920.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,049.03	$3,237,872.53
Day 61	19-Jun	$681,908.50	$1,231,707.00	$0.00	$339,991.40	$71,568.00	$0.00	$2,324,872.90	$10,686.30	$110,228.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.80	$2,445,785.40
Day 62	20-Jun	$685,289.00	$831,540.00	$0.00	$613,093.20	$78,715.00	$0.00	$2,004,637.20	$125.86	$251,100.00	$4,498,203.32	$0.00	$584,950.00	$0.00	$199,143.92	$5,509,522.68	$7,514,159.88
Day 63	21-Jun	$843,387.80	$678,140.00	$0.00	$480,549.90	$77,528.00	$0.00	$2,087,605.70	$17,775.77	$788,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,746.82	$2,904,352.52
Day 64	22-Jun	$787,887.75	$28,347.00	$0.00	$761,000.80	$33,468.00	$0.00	$1,593,203.55	$10,997.86	$603,562.00	$0.00	$0.00	$32,085.00	$0.00	$0.00	$646,634.86	$2,229,838.11
Day 65	23-Jun	$711,539.50	$664,631.00	$0.00	$813,285.40	$38,842.00	$0.00	$2,156,097.90	$34,081.00	$1,070,056.98	$0.00	$0.00	$0.00	$0.00	$8,698,757.67	$9,802,875.72	$11,971,873.62
Day 66	24-Jun	$792,387.50	$0.00	$0.00	$731,435.70	$59,913.00	$0.00	$1,583,736.20	$28,678.25	$486,868.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,738.68	$2,449,496.58
Day 67	25-Jun	$739,339.50	$584,960.00	$0.00	$780,249.90	$38,952.00	$0.00	$2,102,961.40	$50,182.33	$609,600.13	$0.00	$0.00	$0.00	$0.00	$0.00	$659,782.46	$2,962,973.86
Day 68	26-Jun	$727,651.80	$1,122,600.00	$0.00	$614,148.00	$41,931.00	$0.00	$2,500,310.80	$3,063.76	$463,063.28	$0.00	$0.00	$0.00	$0.00	$0.00	$466,127.04	$2,966,437.84
Day 69	27-Jun	$687,701.90	$1,170,987.00	$0.00	$689,062.80	$33,358.00	$0.00	$2,580,610.70	$54,687.33	$311,980.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,542,121.73	$13,122,732.43
Day 70	28-Jun	$688,190.70	$1,416,802.00	$0.00	$509,780.60	$59,100.00	$0.00	$2,670,913.30	$9,363.96	$298,640.38	$0.00	$0.00	$0.00	$0.00	$1,376,194.00	$1,684,227.58	$4,355,141.18
Day 71	29-Jun	$739,998.50	$1,189,740.00	$0.00	$420,913.10	$37,785.00	$0.00	$2,387,414.60	$39,511.24	$1,092,270.80	$0.00	$0.00	$0.00	$17,884,343.85	$0.00	$18,988,125.69	$21,373,540.29
Day 72	30-Jun	$675,979.50	$1,016,572.00	$0.00	$443,071.90	$37,785.00	$0.00	$2,173,408.40	$7,988.35	$435,900.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,986.75
Day 73	01-Jul	$683,129.50	$1,042,449.00	$42,880.50	$892,032.80	$64,249.00	$0.00	$2,824,710.80	$13,938.75	$182,022.90	$0.00	$0.00	$0.00	$0.00	$0.00	$195,960.65	$2,720,673.45

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 74	02-Jul	$755,281.70	$936,808.00	$53,381.00	$786,829.30	$64,249.00	$0.00	$2,576,190.00	$7,737.11	$405,520.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,989,387.41
Day 75	03-Jul	$738,997.80	$980,312.00	$100,254.00	$868,742.40	$62,992.00	$10.77	$1,981,288.77	$3,030.00	$655,446.30	$0.00	$0.00	$0.00	$0.00	$0.00	$658,476.30	$2,519,745.07
Day 76	04-Jul	$704,686.30	$906,472.00	$125,640.90	$892,668.20	$64,249.00	$32.31	$2,183,757.71	$3,578.65	$246,929.50	$0.00	$0.00	$6,800.00	$0.00	$0.00	$258,304.15	$2,442,061.86
Day 77	05-Jul	$763,383.80	$1,153,236.00	$88,105.25	$398,299.20	$64,249.00	$10.77	$2,468,276.02	$20,158.27	$441,432.86	$6,578,843.83	$172,787.84	$0.00	$0.00	$1,383,940.00	$8,598,060.74	$11,058,336.76
Day 78	06-Jul	$778,508.25	$361,072.00	$17,787.00	$483,951.40	$23,232.00	$0.00	$1,682,548.85	$3,644.61	$1,608,207.68	$0.00	$0.00	$0.00	$0.00	$18,340,367.00	$20,553,268.19	$22,185,817.04
Day 79	07-Jul	$808,983.40	$466,912.00	$82,628.70	$473,864.30	$64,249.00	$0.00	$1,874,637.40	$14,487.41	$620,244.00	$0.00	$197,570.00	$0.00	$0.00	$65,368.59	$897,690.00	$2,872,327.40
Day 80	08-Jul	$876,316.20	$456,912.00	$37,989.50	$321,248.20	$64,249.00	$0.00	$1,756,714.90	$9,670.35	$1,034,748.10	$0.00	$234,942.20	$0.00	$0.00	$0.00	$1,279,160.65	$3,035,875.55
Day 81	09-Jul	$850,750.70	$774,432.00	$92,573.25	$726,337.00	$23,232.00	$201.88	$2,668,526.83	$9,158.79	$342,000.00	$0.00	$28,406.99	$0.00	$0.00	$0.00	$379,565.78	$2,848,103.46
Day 82	10-Jul	$804,977.50	$774,432.00	$96,292.35	$524,314.20	$76,121.00	$0.00	$2,276,137.05	$3,389.84	$463,410.10	$0.00	$218,507.33	$0.00	$0.00	-$23,600.00	$678,711.27	$2,954,848.32
Day 83	11-Jul	$879,943.70	$1,319,007.00	$112,381.60	$618,433.10	$78,051.00	$253.67	$3,304,069.97	$1,526.61	$383,900.00	$0.00	$376,962.67	$2,098,500.00	$179,850.00	$6,564,279.00	$9,495,984.28	$12,800,084.25
Day 84	12-Jul	$1,105,636.25	$1,562,828.00	$115,211.25	$572,994.00	$72,680.00	$0.00	$3,428,321.50	$421,122.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,023,488.85	$1,727,442.00	$104,298.50	$674,181.00	$69,288.00	$0.00	$3,598,683.15	$3,504.00	$866,124.20	$0.00	$101,761.98	$0.00	$100,000.00	$0.00	$1,701,490.18	$4,700,143.33
Day 86	14-Jul	$1,112,149.70	$1,452,088.00	$109,632.60	$510,253.80	$71,395.00	$0.00	$3,255,430.10	$19,249.10	$549,486.40	$0.00	$265,912.05	$0.00	$5,730,180.00	$14,756.00	$6,590,583.55	$9,838,023.65
Day 87	15-Jul	$1,084,580.45	$1,410,880.00	$74,462.65	$466,406.80	$58,127.00	$158.86	$3,087,427.76	$12,007.07	$408,875.00	$0.00	$0.00	$390,515.34	$0.00	$0.00	$808,397.41	$3,895,825.17
Day 88	16-Jul	$1,123,973.40	$1,417,567.00	$27,488.00	$271,482.00	$64,500.00	$0.00	$2,904,701.40	$7,763.58	$606,865.50	$0.00	$530,697.17	$0.00	-$300,000.00	$0.00	$1,745,326.25	$4,660,027.65
Day 89	17-Jul	$998,348.12	$1,689,924.00	$82,871.25	$467,159.00	$67,256.00	$0.00	$3,303,555.37	$2,231.46	$830,500.00	$0.00	$94,604.95	$0.00	$15,081,049.00	$0.00	$15,998,365.41	$19,271,941.78
Day 90	18-Jul	$971,190.35	$1,833,788.00	$122,649.45	$249,156.50	$71,636.00	$0.00	$3,048,418.30	$5,290.25	$238,913.18	$0.00	$66,813.96	$0.00	$50,000.00	$0.00	$349,017.39	$3,397,436.69
Day 91	19-Jul	$1,197,443.85	$1,704,348.00	$107,207.10	$381,011.00	$87,230.00	$0.00	$3,457,240.05	$1,818.65	$321,390.00	$0.00	$264,402.56	$0.00	$0.00	$1,486,113.51	$2,073,684.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.50	$1,239,758.00	$106,508.25	$349,979.70	$64,791.00	$407.51	$2,893,888.96	$29,287.12	$285,566.00	$0.00	$108,131.55	$28,000.00	$0.00	$3,533,330.48	$3,985,316.15	$6,879,054.11
Day 93	21-Jul	$1,066,028.90	$1,110,364.00	$53,199.38	$387,658.00	$60,097.00	$0.00	$2,668,238.32	$221,764.41	$188,500.00	$0.00	$138,468.84	$0.00	$0.00	$11,696.50	$562,427.75	$3,220,665.60
Day 94	22-Jul	$1,098,847.10	$690,842.00	$76,817.30	$387,416.50	$64,421.00	-$149.81	$2,467,313.51	$853.31	$443,529.30	$0.00	$171,479.95	$0.00	$0.00	$12,578,500.00	$13,194,462.56	$15,661,776.07
Day 95	23-Jul	$824,711.80	$814,530.00	$0.00	$225,342.10	$23,232.00	$148.81	$1,888,165.33	$15,627.18	$279,000.00	$0.00	$117,972.17	$0.00	$0.00	$0.00	$412,599.35	$2,300,764.87
Day 96	24-Jul	$610,390.00	$697,878.00	$0.00	$59,514.60	$0.00	$0.00	$1,675,722.60	$8,538.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$149,538.28	$1,772,263.08
Day 97	25-Jul	$356,146.40	$613,824.00	$0.00	$206,806.50	$0.00	$0.00	$1,176,776.90	$0.00	$51,000.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,846.00	$1,601,422.90
Day 98	26-Jul	$1,109,436.55	$1,053,280.00	$18,170.00	$190,724.00	$84,421.00	$428.80	$2,456,457.35	$3,729.47	$225,884.00	$0.00	$0.00	$0.00	$0.00	$451,723.80	$680,546.47	$3,115,983.72
Day 99	27-Jul	$1,003,216.80	$1,052,280.00	$88,722.50	$273,587.50	$84,421.00	$183.37	$2,412,471.17	$319.96	$374,000.00	$0.00	$0.00	$0.00	$9,347,308.97	$90,048.96	$9,811,678.91	$12,224,146.08
Day 100	28-Jul	$1,094,265.90	$825,857.00	$88,024.40	$285,389.70	$74,177.00	$146.82	$2,465,860.72	$2,624.22	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.00	$520,031.22	$2,985,891.94
Day 101	29-Jul	$1,072,588.00	$772,288.00	$84,730.80	$182,292.80	$84,421.00	$310.88	$2,176,622.58	$8,155.39	$433,000.00	$0.00	$0.00	$0.00	$12,198,000.00	$0.00	$12,594,155.39	$14,770,777.97
Day 102	30-Jul	$848,887.70	$852,164.00	$77,777.70	$197,886.20	$84,421.00	$0.00	$2,240,636.60	$868.20	$247,500.00	$0.00	$0.00	$0.00	$8,072,176.00	$0.00	$8,320,544.20	$11,061,280.80
Day 103	31-Jul	$848,337.75	$1,198,895.00	$61,448.00	$104,150.00	$23,232.00	$188.07	$2,334,198.82	$430.00	$361,078.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,361,512.40	$4,695,709.22
Day 104	01-Aug	$789,778.00	$1,116,201.00	$158,314.00	$64,421.00	$0.00	$0.00	$2,128,314.00	$0.00	$1,694,243.00	$0.00	$0.00	$0.00	$0.00	$31,792,754.80	$33,486,997.80	$35,625,611.80
Day 105	02-Aug	$970,067.15	$877,658.00	$114,127.58	$130,456.50	$41,189.00	$10.77	$2,233,509.00	$5,734.00	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,734.00	$2,511,543.77
Day 106	03-Aug	$926,878.00	$822,388.00	$88,935.00	$155,152.00	$80,069.00	$0.00	$1,873,413.30	$5,283.66	$477,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,883.66	$2,356,296.96
Day 107	04-Aug	$884,774.70	$41,094.00	$88,935.00	$122,095.80	$38,880.00	$312.36	$1,298,091.86	$30,832.98	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,218,758.93	$17,822,990.98	$19,130,082.87
Day 108	05-Aug	-$1,012,574.20	$319,869.00	$98,567.24	$309,588.50	$78,517.00	$110.73	$1,815,634.87	$1,332.72	$202,500.00	$0.00	$0.00	$0.00	$4,113,093.70	$8,481,120.64	$12,808,247.06	$14,623,781.73
Day 109	06-Aug	$934,330.15	$270,818.00	$108,339.00	$167,087.90	$80,069.00	$0.00	$1,560,644.76	$638.94	$346,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$347,038.94	$1,907,680.66
Day 110	07-Aug	$748,111.95	-$138,763.00	$63,511.11	$38,434.80	$76,617.00	$198.00	$1,090,853.20	$436.00	$731,500.00	$0.00	$0.00	$0.00	$2,729,180.33	$0.00	$2,957,116.23	$4,047,969.51
Day 111	08-Aug	$852,162.50	$214,216.00	-$11,319.00	$175,362.00	$78,617.00	$97.82	$1,162,074.32	$800.00	$3,802,800.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,803,200.00	$4,966,175.28
Day 112	09-Aug	$633,127.75	$0.00	$88,398.10	$43,362.00	$88,617.00	$126.67	$898,232.42	$2,500.00	$775,000.00	$0.00	$0.00	$0.00	$1,817,974.00	$0.00	$2,595,474.00	$3,494,308.42
Day 113	10-Aug	$880,430.25	$512,040.00	$44,871.75	$83,027.10	$74,687.00	$61.24	$1,595,077.34	$5,306.49	$822,580.00	$0.00	$0.00	$0.00	$0.00	$0.00	$827,886.49	$2,232,886.83
Day 114	11-Aug	$616,896.50	$170,316.00	$55,463.00	$85,088.10	$33,000.00	$152.42	$940,905.02	$1,263.73	$1,292,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,293,763.73	$2,234,668.75
Day 115	12-Aug	$518,236.70	$190,932.00	$0.00	$47,944.60	$0.00	$132.42	$757,245.72	$3,344.83	$458,980.00	$0.00	$0.00	$0.00	$0.00	$7,864,443.10	$8,324,288.03	$9,081,533.75
Day 116	13-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 117	14-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	TOTAL	$66,838,545.91	$51,867,354.92	$3,149,793.29	$23,575,735.90	$3,946,405.00	$3,867.76	$170,181,697.33	$2,827,712.96	$52,013,232.84	$18,587,710.44	$3,078,010.23	$11,336,545.34	$175,932,608.33	$191,415,831.62	$455,191,751.75	$623,373,449.08

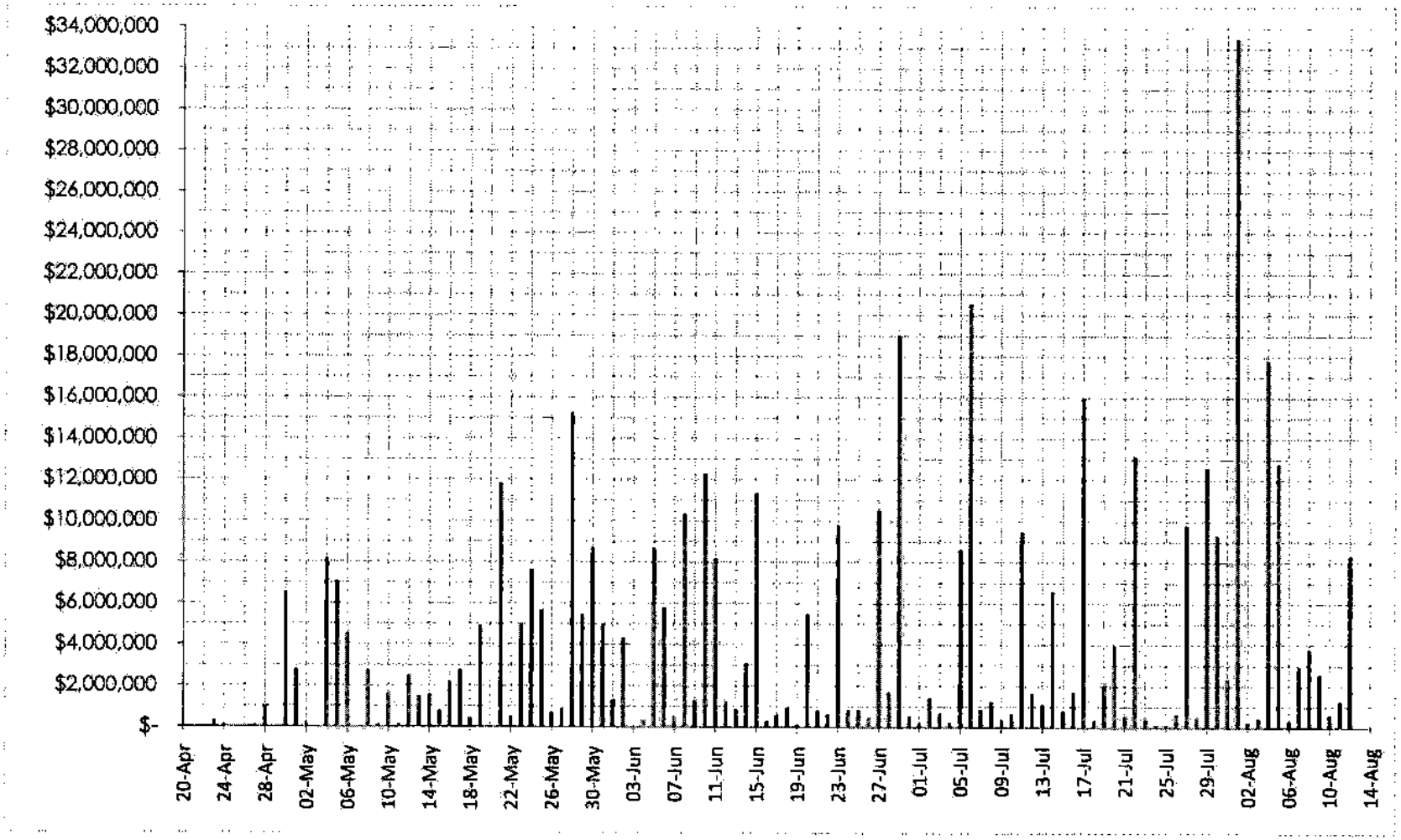
Agency	Ceiling	Deepwater Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to DCI	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$2,760,271.22	24-10-28-D-WY-001	$1,408,230.46	30	$46,891.78	$1,352,728.86	$6,741,582.64	$6,741,582.64	Yes	April 30 to July 31, 2010
FEMA	$3,574,331.56	24-10-28-D-WY-003	$2,192,666.46	69	$31,772.22	$1,180,668.56			Yes	June 3 to July 29: Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	24-10-28-D-WY-004	$58,333.37	30	$1,333.33	$38,668.67			Yes	OSPR is process aircraft use for 30 days 15 July to 15 August
Department of Homeland Security (DHS)	$200,000.00	24-10-28-D-WY-011	$26,666.67	120	$1,666.67	$173,333.33	$158,179.00	$158,179.00	Yes	8 July to 31 November 2010: FAA aircraft to transport and accept the NOC
DOL - OSHA National Office	$348,399.23	24-10-28-D-WY-005	$348,399.23	30	$11,446.64	$0.00	$158,179.00	$158,179.00		Analyses of Worker Safety PPT HOP. April 22 - May 31
DOI - MMS	$3,930,000.00	24-10-28-D-WY-001	$3,197,666.67	90	$31,444.44	$690,333.33			Yes	April 22 thru May 22, amendment for PPTS extended period until July 15.
DOI - USFWS	$28,843,138.00	24-10-28-D-WY-002	$25,997,036.00	97	$429,015.99	$5,556,901.01				May 1 - August 7th.
NOAA	$49,449,330.00	24-10-28-D-WY-003	$26,736,364.75	120	$267,077.79	$18,740,665.25			Yes	April 24 - September 8th. Two components of PREA - geophysical costs and Seafood Surveillance
USDA Wildlife - APHIS	$1,534,482.00	24-10-28-D-WY-004	$741,666.12	120	$12,787.16	$792,815.88	$28,967.85	$28,967.85	Yes	May 1 - September 2
EPA Regions	$28,072,170.15	24-10-28-D-WY-005	$19,119,561.34	90	$265,883.32	$8,952,587.76	$19,993,991.27	$19,993,991.27	Yes	April 23 - July 31, 2010.
LA GOHSEP	$1,450,000.00	24-10-28-D-WY-006	$1,197,500.00	60	$20,833.33	$43,500.00	$566,588.51	$566,588.51		May 4 - June 28.
DOI - NPS	$5,550,000.00	24-10-28-D-WY-007	$3,946,666.67	90	$61,666.67	$1,603,333.33			Yes	April 30 - July 31.
LA - DOC	$349,200.00	24-10-28-D-WY-008	$326,182.05	58	$5,621.50	$23,017.50	$28,568.61	$28,568.61		May 1 - June 30
U.S. Customs & Border Patrol	$12,785,680.37	24-10-28-D-WY-009	$7,419,648.86	90	$135,120.93	$4,729,291.40			Yes	May 5 - July 6. Amendment increased aircraft flights for a total until 31 August.
LA Dept. Public Safety	$1,929,000.00	24-10-28-D-WY-010	$674,956.13	120	$13,665.33	$1,024,941.67	$1,259,644.04	$1,259,644.04	Yes	April 26 - August 13
LA Military Affairs	$417,784.20	24-10-28-D-WY-011	$315,960.47	70	$5,541.57	$101,914.83	$329,719.64	$329,719.64	Yes	May 10 - August 19
LA Dept. Natural Resources	$1,075,359.70	24-10-28-D-WY-012	$581,346.48	80	$11,896.25	$384,287.22	$690,878.96	$690,878.96	Yes	May 4 - August 19.
LA Dept. of Wildlife & Fisheries	$5,268,076.00	24-10-28-D-WY-013	$5,789,078.00	34	$106,634.76	$0.00	$5,089,135.19	$5,089,135.19		April 29 - July 19
LA Dept. of Transportation	$725,888.00	24-10-28-D-WY-014	$733,152.88	90	$3,466.42	$88,765.21	$89,024.88	$89,024.88	Yes	May 13 - August 20
LA DEQ	$2,837,258.00	24-10-28-D-WY-015	$1,216,786.26	120	$23,640.80	$1,880,483.80	$764,255.18	$764,255.18	Yes	May 10 - August 19
LDWF	$1,530,000.00	24-10-28-D-WY-016	$1,219,473.00	60	$25,390.17	$304,116.00			Yes	May 1 - July 31, 2010.
LA Dept. of Health & Hospitals	$2,017,291.00	24-10-28-D-WY-017	$1,154,049.33	90	$23,062.80	$823,086.90	$569,187.18	$569,187.18	Yes	May 14 - July 29
LA Agriculture & Forestry	$18,666.29	24-10-28-D-WY-018	$14,785.83	82	$314.85	$4,092.46	$18,845.38	$18,403.87	Yes	May 14 - June 14. Amendment increased 30 days worth cost.
U.S. Dept. of Labor	$500,818.00	24-10-28-D-WY-019	$500,818.00	45	$11,128.29	[redacted]				May 14 to June 30
Office of Coastal Protection & Restoration	$353,600.00	24-10-28-D-WY-020	$353,600.00	45	$7,857.78	[redacted]	$335,856.43	$335,856.43		April 28 to May 31.
DOI - National Wetlands Research Center	$1,980,000.00	24-10-28-D-WY-021	$1,551,000.00	90	$12,500.00	$429,000.00			Yes	June 6 - Aug 15
U.S. Health & Human Services - Response	$2,275,000.00	24-10-28-D-WY-022	$1,425,568.67	75	$30,333.33	$849,431.33			Yes	1 June - 31 August.
U.S. Health & Human Services - NIEHS	$352,000.00	24-10-28-D-WY-023	$176,000.00	56	$6,285.71	$176,000.00			Yes	7 June - 31 July.
U.S. Dept. of Agriculture	$1,787,650.91	24-10-28-D-WY-024	$483,994.29	104	$10,266.67	$805,656.61	$58,666.31	$58,666.31	Yes	May 17 - August 31, 2010.
EPA Region 4	$12,820,100.00	24-10-28-D-WY-001	$11,536,171.00	90	$213,668.83	$1,283,929.00	$10,285,991.81	$10,285,991.81		April 30 - July 31.
MS DEQ	$2,630,000.00	24-10-28-D-WY-002	$1,726,111.11	180	$29,222.22	$903,888.89	$449,056.82	$449,056.82	Yes	April 30 - July 31st
AL DMR	$150,000.00	24-10-28-D-WY-003	$147,500.00	60	$2,500.00	$2,500.00	$97,344.44	$97,344.44		April 30 - June 30
OSHA Region 6	$320,000.00	24-10-28-D-WY-004	$212,666.67	30	$7,333.33	$72,333.33			Yes	June 5 - Jul 5
MS Port Authority, Pascagoula	$50,000.00	24-10-28-D-WY-005	$33,666.67	30	$1,666.67	$16,333.33			Yes	July 13 - August 13 - to assist the FOSC# at ICP Mobile by providing pier space at Pascagoula
Baldwin County, Emergency Management, AL	$50,000.00	24-10-28-D-WY-006	$33,666.67	30	$1,666.67	$16,333.33			Yes	July 13 - August 13 - to assist the FOSC# at ICP Mobile
Mobile County Emergency Management, AL	$50,000.00	24-10-28-D-WY-007	$33,666.67	30	$1,666.67	$16,333.33	$27,384.00	$27,384.00	Yes	July 13 - August 13 - to assist the FOSC# at ICP Mobile
Gulf County Emergency Management, FL	$50,000.00	24-10-28-D-WY-008	$30,000.00	30	$1,666.67	$20,000.00	$20,384.00	$20,384.00	Yes	August 1 to August 31. Provide County support to ICP Mobile and staging areas for response operations
MS State Port Authority (Gulfport)	$420,000.00	24-10-28-D-WY-009	$120,000.00	810	$6,666.67	$60,000.00	$346,720.47	$346,720.47	Yes	May 12 - June 30. Amendment carries them through the end of June.
NAVSEA/PMS	$21,412,835.42	24-10-28-D-WY-010	$8,195,134.18	150	$142,755.24	$13,217,701.24			Yes	April 27 to September 21 from MCDS
National Guard Bureau (LA, MS, AL, FL)	$68,949,085.00	24-10-28-D-WY-011	$36,885,451.23	175	$378,260.50	$45,163,533.42			Yes	May 1 to September 30 - from MOG 1.8. See updated view and details in MIPR
Army Air NG	$1,000,000.00	24-10-28-D-WY-012	$645,000.00	120	$11,991.00	$768,810.00			Yes	May 7 to September 28
LA Army NG	$10,008,000.00	24-10-28-D-WY-013	$14,833,333.40	150	$164,666.66	$25,333,666.67			Yes	May 1 to September 30 via MOG #4
Army Air NG (LA)	$10,364,024.77	24-10-28-D-WY-014	$4,780,177.72	120	$65,386.67	$5,513,846.38			Yes	May 1 to 30 September 2010. Various components and periods of performance.
Mississippi Air NG	$10,044,222.35	24-10-28-D-WY-015	$6,138,178.68	90	$111,603.25	$3,906,111.68			Yes	May 8 to August 7. Various components of NG at various dates.
Alabama Air NG	$9,024,139.00	24-10-28-D-WY-016	$1,913,646.49	120	$79,230.68	$6,638,498.63			Yes	May 8 - September 2.
Alabama Air NG	$46,500.00	24-10-28-D-WY-004	$33,547.97	90	$756.22	$9,856.33			Yes	May 5 - Aug 9
Alabama Air NG	$0.00	24-10-28-D-WY-005	$0.00	90	$0.00	$0.00				Mipr closed out with no use of funding on 7/9/2010
Commander 4th MEAF CNP	$425,655.00	24-10-28-D-WY-017	$176,247.77	120	$3,325.43	$249,407.23			Yes	May 1 until 250 Hours of flight time completed or ends 4 October 2010.
MS National Guard	$184,500.00	24-10-28-D-WY-018	$169,100.00	45	$4,100.00	$15,400.00				May 8 - June 8.
Scott AFB - TRANSCOM	$1,894,172.48	24-10-28-D-WY-019	$1,294,781.14	60	$21,579.64	$599,391.34			Yes	No period or performance stated on MIPR, coordination with TRANSCOM
LEA/North FL Sector Jacksonville	$207,419.00	24-10-28-D-WY-020	$123,577.31	61	$2,263.87	$83,841.69				May 7 - July 31
Commander Navy Region Southeast	$122,000.00	24-10-28-D-WY-021	$54,800.00	120	$1,016.67	$67,199.34			Yes	April 28 - August 31

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
DOI - NARC (Rimpac NSFCC Equipment)	$686,491.20	35-10-84-0-W-YY-060	$383,700.21	75	$5,116.00	$484,791.79			Yes	May 27 - Feb 28 '11* Maintenance contract for NSFCC microwave equipment.
Naval Air Station Jacksonville	$24,902.31	26-10-84-0-W-YY-064	$11,921.15	98	$270.03	$13,331.16			Yes	May 20 - September 30
Naval Air Station Jacksonville	$11,414.40	26-10-84-0-W-YY-065	$4,287.48	39	$116.72	$8,132.92			Yes	May 20 - October 5
Naval Air Station Jacksonville	$4,400.20	26-10-84-0-W-YY-066	$4,400.20	39	$112.84	[redacted]			[redacted]	May 20 - July 20.
Navy Facility USS Jacksonville	$2,733.40	26-10-84-0-W-YY-067	$1,915.91	99	$39.59	$817.89			Yes	May 20 - July 28
BHTH CG Youngstown ARS	$129,600.20	26-10-84-0-W-YY-068	$120,000.00	45	$2,777.78	[redacted]			[redacted]	May 1 to June 15
US Navy Air Force Base	$1,360,000.00	26-10-84-0-W-YY-069	$1,400,000.00	45	$31,111.11	[redacted]			[redacted]	May 1 to June 14
USS Air Force Base Keesler	$10,000.00	26-10-84-0-W-YY-070	$10,000.00	45	$222.22	[redacted]			[redacted]	Funding for hon-flying support for CTSD aircraft - 20 May to 5 July
AMN/ctn T Tyndall AFB	$40,480.10	26-10-84-0-W-YY-101	$30,267.60	81	$535.73	$10,272.50			Yes	May 1 to July 31
Bossier Army National Guard	$6,887,620.00	26-10-84-0-W-YY-103	$1,815,844.20	120	$46,596.50	$4,078,175.80			Yes	May 29 to September 7
Naval Oceanographic Office	$43,500.00	26-10-84-0-W-YY-107	$43,500.00	4	$10,875.00	[redacted]			[redacted]	May 9 to Completion of 4 days activities
USAF 1st Combat Camera Squadron (AFPAK)	$10,081.25	26-10-84-0-W-YY-104	$10,081.25	21	$477.58	[redacted]			[redacted]	21 Days from May 1, 2010
Florida National Guard	$11,400.00	26-10-84-0-W-YY-108	$9,960.00	30	$332.00	$1,320.00			[redacted]	June 6 - July 6
US Joint Forces CMD	$42,247.62	26-10-84-0-W-YY-118	$21,597.90	61	$525.36	$20,709.81			Yes	1 May - 31 July
US Army Corps of Engineers Mobile District	$2,500.00	26-10-84-0-W-YY-125	$2,500.00	45	$55.56	[redacted]			[redacted]	* May - 2* May
Navy Expeditionary Combat Command	$56,429.50	26-10-84-0-W-YY-124	$15,823.00	21	$801.52	[redacted]			[redacted]	1 May - 2* May
Army Budget Office	$24,339.83	26-10-84-0-W-YY-127	$24,339.83	30	$811.33	[redacted]			[redacted]	24 May to 24 July
USNORTHCOM J3	$6,783.99	26-10-84-0-W-YY-133	$6,782.99	30	$226.10	[redacted]			[redacted]	4 NG PAOFs to support Deepwater. Period of performance 30 Days - 24 May to 24 June.
Florida Army National Guard	$21,267.00	26-10-84-0-W-YY-126	$21,267.00	31	$686.03	[redacted]			[redacted]	4 NG PAOFs to support Deepwater. Period of performance 28 Days - 24 May to 24 June.
NORAD USNORTHCOM J 66B	$3,512.00	26-10-84-0-W-YY-127	$3,512.00	14	$250.86	[redacted]			[redacted]	11 June to 24 June (14 Days of activity)
US NORTHCOM J37	$10,079.00	26-10-84-0-W-YY-128	$6,752.80	31	$325.10	$325.10			[redacted]	17-20 June to 30 July (two components 13 days & 31 days - Hurricane Planners for UAC)
Naval Air Warfare Center Aircraft	$980,914.40	26-10-84-0-W-YY-129	$980,914.40	42	$23,354.70	[redacted]			[redacted]	28 June - 9 August (extension of time at no cost
NORAD USNORTHCOM J5	$6,000.00	26-10-84-0-W-YY-135	$6,000.00	31	$193.55	[redacted]			[redacted]	2 June to 6 July
NORAD USNORTHCOM J8	$7,378.00	26-10-84-0-W-YY-131	$7,378.00	31	$238.00	[redacted]			[redacted]	12 June to 18 July
US Army Reserve Command	$78,000.00	26-10-84-0-W-YY-132	$78,000.00	21	$3,761.90	[redacted]			[redacted]	Provide EPLOs to UAC for 21 days beginning * May
National Guard Bureau Fairmont Mgmt	$1,191,490.00	26-10-84-0-W-YY-133	$857,036.00	60	$19,858.00	$357,444.00			Yes	MS Air Guard - AvOps/Supt. Three components - $660,840 (20 June - 20 July) $167,660 (20 June - 25 July) and $167,660 (21 May - 21 June). NGCB-AV provide funding through 7 August
DOE/NNSA	$6,387,400.00	26-10-84-0-W-YY-134	$1,405,228.00	105	$68,874.00	$4,982,172.00			Yes	NSAC combination with Deepwater for 100 days from 24 April to 8 August 2010.
Executive Office of the Vice President	$75,000.00	26-10-84-0-W-YY-136	$75,000.00	7	$0.00	$0.00			[redacted]	Travel arrangements for VP for one day visit to Gulf Coast - period of performance 29 June 2010
U.S. Army Corps of Engineers (NCCR)	$50,000.00	26-10-84-0-W-YY-138	$50,000.00	30	$2,666.67	$29,333.33			Yes	Two Scientists on stand-by at Loop Current - for 30 days from 2 July to 3 August
Commander US Navy Installation Command	$57,573,600.00	26-10-84-0-W-YY-137	$6,429,011.11	90	$130,581.11	$6,143,488.89			Yes	Provide 27 skimming vessels, 4 harbor tenders up to 35 tow vessels and support personnel from 20 June to 15 September.
National Disaster Program Manager	$70,000.00	26-10-84-0-W-YY-139	$70,000.00	90	$1,000.00	$20,000.00			Yes	Provide support to IASG through 7 August.
US Air Force 3 CRTH/FMA Elmendorf AFB	$11,984.50	26-10-84-0-W-YY-110	$1,364.50	180	$64.98	$10,337.31			Yes	Provide aerial port of embarkation/debarkation to air spill recovery services in support of Deepwater Operations beginning 17 May.
US Air Force Amd AEW/WP	$30,000.00	26-10-84-0-W-YY-140	$13,500.00	60	$500.00	$16,500.00			Yes	Prepare and provide 4 aircrews for patrol weather reconnaissance of up to 500 CG personnel in support of Deepwater. 13 Jul - 12 Sep
Operational Support Airlift Agency, Ft Belvoir	$333,813.00	26-10-84-0-W-YY-142	$274,125.00	45	$12,385.28	$59,688.00			[redacted]	Provide 155 flight hours for C-21 aircraft - 31 days, 12 July thru 12 August
U.S. Air Force Hurlburt Field, FL	$15,200.00	26-10-84-0-W-YY-160	$6,586.33	30	$408.67	$8,308.67			Yes	Provide Data Line and Information Feed from USCG C-130 to UAC/HQ through August 8th.
NAVFAC NAS Jacksonville FL	$50,000.00	26-10-84-0-W-YY-161	$1,428.57	70	$714.29	$48,571.43			Yes	Provide services and support to CG Cutters through September 30th at Pensacola FL.
NAVFAC NAS Jacksonville FL	$29,087.00	26-10-84-0-W-YY-162	$4,136.71	73	$445.67	$24,950.29			Yes	Provide services and support to CG Cutters through September 30th at Panama City FL.
Atlantic Division Naval Facilities, Norfolk, VA	$104,000.00	26-10-84-0-W-YY-165	$10,400.02	42	$1,485.71	$40,800.00			Yes	Provide services and support to CG Cutters through September 30th at Pensacola FL.
Total:	**$367,206,520.00**		**$301,984,388.76**		**$3,661,417.05**	**$196,139,877.20**	**$40,403,330.84**	**$40,035,140.84**		
Total PSFAs:	**$175,997,000.00**									
Total Military:	**$191,456,997.62**									

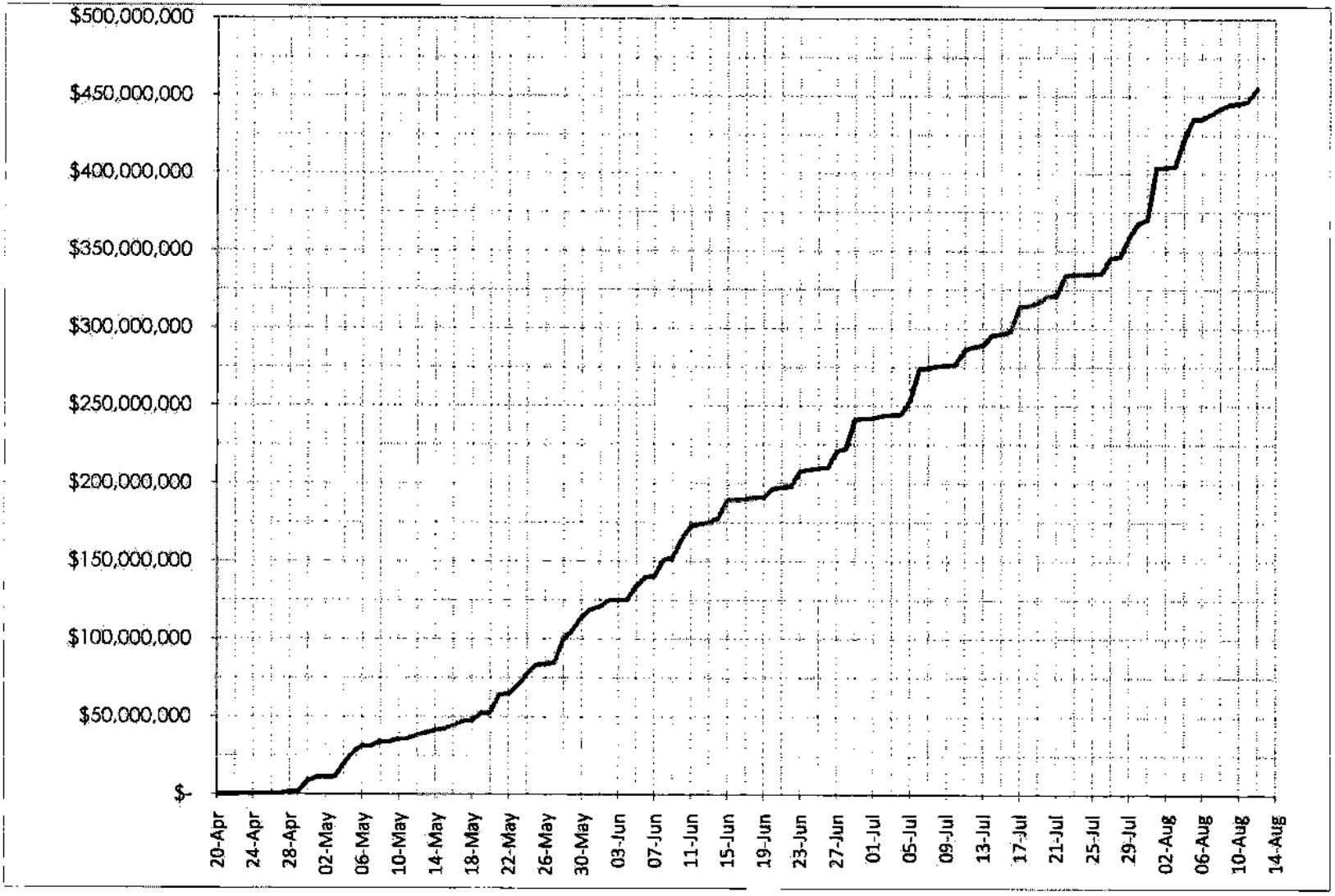
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 13, 2010



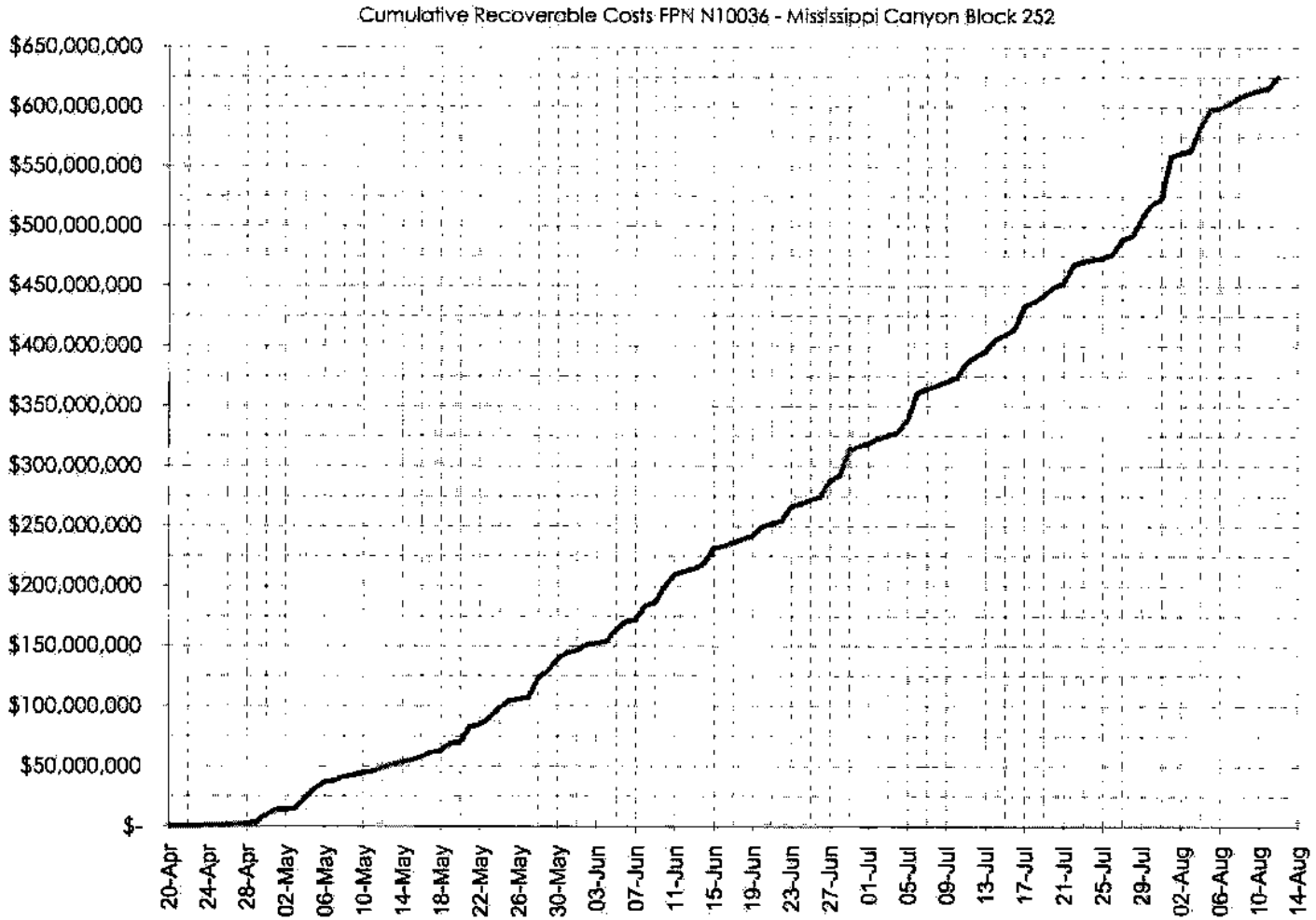
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 13, 2010



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 13, 2010



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 13, 2010



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 14, 2010

Executive Summary

Project Summary

Current Federal Project Ceiling:	$	541,767,579.00
Obligations to Date:	$	457,522,631.31
Federal Project Ceiling Remaining:	$	84,244,947.69

Outlays Per Core Accounting System	$	67,097,671.81

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining In The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	17,780,422.40

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	423,297,668.12
B	**Expenditures**	$	110,785,408.90
C	**Total Obligations** *(A + B)*	$	534,083,077.02

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	662,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	534,083,077.02
G	**Remaining Balance** *((D-(E+F))*	$	122,823,374.55
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	105,042,952.15
I	**Available for future project response** *((G - H)(notes2, 3)*	$	17,780,422.40

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	389,905,085.81
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	167,896,494.27

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $400 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 04/20/2010 **to** 08/13/2010

		FPN Ceiling:	**$541,767,579.00**
Coast Guard Recoverable Costs			
Total Coast Guard Personnel Costs		$68,836,545.91	
Total Coast Guard Cutter Costs		$60,667,354.50	
Total Coast Guard Small Boat Costs		$3,149,793.26	
Total Coast Guard Aircraft Costs		$33,575,730.90	
Total Coast Guard Equipment Costs		$3,948,405.00	
Total Coast Guard Vehicles Costs		$3,867.76	
Total Coast Guard Recoverable Costs:		**$170,181,697.33**	
OSLTF-Funded Coast Guard Direct Costs			
Total Coast Guard Purchases		$2,827,712.95	
Total Coast Guard Travel Orders		$52,013,232.84	
Total Coast Guard GTR Costs - Doc Type 14 Obligations:		$462,354.56	
Total Coast Guard Reserves - Doc Type 71 Obligations		$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations		$3,079,010.23	
Total for Contractors		$13,204,070.34	
Total OSLTF-Funded Coast Guard Direct Costs:		**$90,174,091.36**	**$90,174,091.36**
Other Removal Costs Funded From the OSLTF:			
Total PRFA Costs:		$175,932,608.33	
Total MIPR Costs:		$191,415,931.62	
Total Other Removal Costs Funded From the OSLTF:		**$367,348,539.95**	**$367,348,539.95**
Total Incident Costs To Date:		**$627,704,328.64**	
Total Costs Funded from the OSLTF:			**$457,522,631.31**
Ceiling Remaining (Not Obligated)			**$84,244,947.69**
	Percentage of Ceiling Remaining		**15.6%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

Name: Mississippi Canyon Block 252 Oil Spill

The Period: 04/20/2010 Thru 08/15/2010

N10036

Ceiling:	$541,797,578.00
Prev-Period:	$0.00
This-Period:	$457,090,276.75
Balance:	$84,707,302.25

Daily Summary — Printed: 08/18/2010 9:37

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$98,052.00	$0.00	$0.00	$0.00	$0.00	$0.00	$98,052.00	$33,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$439,260.00
Day 5	24-Apr	$108,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$108,144.00	$3,516.00	$107,028.00	$0.00	$0.00	$0.00		$0.00	$110,544.00	$218,688.00
Day 6	25-Apr	$125,838.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,838.00	$0.00	$18,100.00	$0.00	$0.00	$0.00		$0.00	$18,100.00	$141,938.00
Day 7	26-Apr	$130,628.00	$0.00	$0.00	$178,865.70	$0.00	$0.00	$309,493.70	$2,216.83	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,438.00	$0.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,184.60
Day 9	28-Apr	$123,425.00	$0.00	$0.00	$151,121.30	$0.00	$0.00	$274,546.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,601.30
Day 10	29-Apr	$163,587.00	$0.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$161,318.00	$0.00	$0.00	$85,608.40	$0.00	$0.00	$246,926.40	$0.00	$884,257.59	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,584,257.59	$6,831,183.99
Day 12	01-May	$208,560.00	$211,680.00	$0.00	$211,198.50	$0.00	$0.00	$628,438.50	$0.00	$283,861.38	$0.00	$0.00	$0.00	$2,516,035.00	$0.00	$2,799,896.38	$3,428,075.88
Day 13	02-May	$184,591.00	$211,680.00	$0.00	$163,850.90	$0.00	$0.00	$558,821.90	$0.00	$171,084.00	$0.00	$0.00	$0.00		$0.00	$171,084.00	$730,905.90
Day 14	03-May	$138,953.00	$211,680.00	$0.00	$129,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	04-May	$105,868.00	$211,680.00	$0.00	$159,158.00	$0.00	$0.00	$476,506.00	$0.00	$14,389.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,339.00
Day 16	05-May	$270,524.00	$278,568.00	$0.00	$117,443.80	$782.00	$0.00	$668,317.80	$2,781.81	$177,372.58	$0.00	$0.00	$292,000.00	$6,250,000.00	$349,830.00	$7,071,984.39	$7,740,312.29
Day 17	06-May	$252,367.00	$648,648.00	$0.00	$277,775.50	$2,352.00	$0.00	$1,179,142.50	$0.00	$21,783.00	$0.00	$0.00	$0.00		$4,830,000.00	$4,851,783.00	$5,730,926.50
Day 18	07-May	$348,128.80	$483,106.00	$0.00	$157,480.90	$2,352.00	$0.00	$989,048.60	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,033.15
Day 19	08-May	$332,842.00	$357,388.00	$0.00	$236,573.50	$410.00	$0.00	$928,093.50	$3,800.00	$126,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,061.50
Day 20	09-May	$278,938.00	$395,220.00	$0.00	$173,317.10	$1,628.00	$0.00	$847,161.10	$1,430.75	$139,313.92	$0.00	$0.00	$0.00		$0.00	$140,844.67	$987,745.77
Day 21	10-May	$362,286.00	$317,520.00	$0.00	$149,102.80	$246.00	$0.00	$729,155.80	$28,318.05	$60,243.74	$0.00	$0.00	$0.00	$1,538,625.00	$0.00	$1,627,184.79	$2,356,360.39
Day 22	11-May	$307,029.00	$248,960.00	$0.00	$146,409.00	$0.00	$0.00	$700,398.00	$46,998.52	$79,966.74	$0.00	$0.00	$0.00		$0.00	$126,296.26	$828,693.26
Day 23	12-May	$318,314.50	$211,080.00	$0.00	$198,266.10	$245.00	$0.00	$727,905.60	$6,077.21	$66,308.46	$0.00	$0.00	$2,260,170.00	$200,000.00	$0.00	$2,540,555.67	$3,268,461.27
Day 24	13-May	$345,586.00	$211,680.00	$0.00	$207,084.20	$0.00	$0.00	$764,350.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,350.20
Day 25	14-May	$336,828.00	$317,520.00	$0.00	$150,287.60	$245.00	$0.00	$804,880.60	$657.36	$0.00	$0.00	$0.00	$0.00	$1,356,781.12	$5,000.00	$1,362,738.48	$2,368,419.28
Day 26	15-May	$337,129.00	$211,680.00	$0.00	$133,404.60	$10,584.00	$0.00	$692,797.60	$15,419.98	$8,916.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,336.32	$1,497,135.00
Day 27	16-May	$268,666.00	$284,928.00	$0.00	$111,418.60	$0.00	$0.00	$665,406.60	$12,153.16	$2,000,990.74	$0.00	$0.00	$0.00		$152,780.00	$2,165,923.90	$2,831,302.12
Day 28	17-May	$376,713.00	$268,380.00	$0.00	$138,263.60	$10,763.00	$0.00	$812,119.60	$8,787.78	$128,645.28	$0.00	$0.00	$0.00	$669,309.16	$1,968,492.00	$2,774,934.13	$3,586,753.73
Day 29	18-May	$280,840.00	$578,755.00	$0.00	$118,895.00	$11,578.00	$0.00	$991,031.00	$4,084.56	$229,950.00	$0.00	$0.00	$0.00		$212,800.00	$446,834.56	$1,437,865.56
Day 30	19-May	$354,461.00	$579,780.00	$0.00	$230,521.30	$15,894.00	$0.00	$1,179,726.30	$11,979.82	$162,889.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,482.19	$6,108,178.49
Day 31	20-May	$382,314.00	$579,780.00	$0.00	$161,894.50	$0.00	$0.00	$1,023,988.50	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$366,416.00	$550,695.00	$0.00	$103,459.40	$10,492.00	$0.00	$1,023,064.40	$548.00	$274,624.28	$0.00	$0.00	$0.00	$900,000.00	$10,686,072.00	$11,811,241.29	$12,834,305.69
Day 33	22-May	$363,184.00	$423,360.00	$0.00	$167,163.70	$1,054.00	$0.00	$954,761.70	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,964.20
Day 34	23-May	$275,777.00	$165,400.00	$0.00	$181,943.90	$9,408.00	$0.00	$622,528.90	$702.50	$51,809.78	$3,603,800.00	$0.00	$0.00	$1,190,000.00	$208,392.00	$5,014,404.28	$5,636,933.18
Day 35	24-May	$269,153.50	$155,400.00	$0.00	$124,534.60	$9,408.00	$0.00	$557,496.10	$92,081.25	$219,171.78	$0.00	$0.00	$0.00	$5,619,027.00	$1,720,000.00	$7,650,280.03	$8,207,776.13
Day 36	25-May	$276,756.60	$77,700.00	$0.00	$127,888.40	$9,408.00	$0.00	$494,832.90	$13,060.28	$369,301.86	$0.00	$0.00	$1,800,000.00		$3,500,000.00	$5,682,361.84	$6,347,184.84
Day 37	26-May	$260,875.00	$77,700.00	$0.00	$178,846.80	$23,732.00	$0.00	$541,153.80	$5,548.14	$314,677.65	$0.00	$0.00	$0.00		$404,683.92	$724,909.71	$1,266,062.51
Day 38	27-May	$294,337.00	$155,400.00	$0.00	$180,427.80	$23,364.00	$0.00	$653,548.80	$8,866.00	$141,945.96	$0.00	$0.00	$787,101.00		$2,505.40	$940,489.36	$1,607,418.16
Day 39	28-May	$272,364.00	$155,400.00	$0.00	$210,014.30	$23,364.00	$0.00	$661,152.30	$33,654.81	$1,458,505.90	$559,513.04	$0.00	$0.00	$270,911.00	$12,881,361.00	$15,244,445.75	$15,905,598.05
Day 40	29-May	$256,284.00	$288,760.00	$0.00	$49,275.00	$23,364.00	$0.00	$621,703.00	$4,940.53	$173,620.00	$0.00	$0.00	$0.00	$2,886,028.00	$2,424,731.73	$5,489,318.26	$6,110,021.26
Day 41	30-May	$221,184.50	$578,760.00	$0.00	$158,672.50	$9,408.00	$0.00	$966,335.00	$2,662.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$19,000.00	$8,702,087.74	$9,668,122.74
Day 42	31-May	$365,849.00	$0.00	$0.00	$139,742.00	$9,408.00	$0.00	$514,298.00	$0.00	$3,900,042.16	$0.00	$0.00	$2,092,000.00	$26,981.27	$14,083.44	$4,964,508.66	$5,406,305.66
Day 43	01-Jun	$256,932.00	$155,400.00	$0.00	$268,910.90	$9,408.00	$0.00	$692,650.90	$0.00	$94,195.68	$0.00	$0.00	$0.00		$1,259,541.00	$1,353,736.68	$2,046,387.58
Day 44	02-Jun	$289,662.50	$0.00	$0.00	$207,691.10	$26,398.00	$0.00	$525,749.60	$21,561.19	$564,396.46	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.65	$4,861,707.25
Day 45	03-Jun	$360,362.40	$275,187.50	$0.00	$366,118.60	$13,104.00	$0.00	$924,772.50	$2,378.50	$41,378.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.70	$990,474.20
Day 46	04-Jun	$494,987.00	$155,400.00	$0.00	$314,987.70	$13,104.00	$0.00	$978,488.70	$21,191.39	$350,606.43	$0.00	$0.00	$0.00		$0.00	$371,797.82	$1,350,286.52
Day 47	05-Jun	$525,281.00	$155,400.00	$0.00	$298,882.10	$24,080.00	$0.00	$991,833.10	$0.00	$488,177.00	$0.00	$0.00	$0.00	$8,227,994.29	$0.00	$8,717,171.29	$9,708,804.39
Day 48	06-Jun	$636,319.00	$155,400.00	$0.00	$287,703.10	$60,076.00	$0.00	$1,106,498.10	$6,848.72	$218,098.80	$3,297,659.29	$0.00	$0.00		$2,302,944.00	$5,825,339.79	$6,933,837.89
Day 49	07-Jun	$624,224.40	$156,400.00	$0.00	$204,832.80	$27,312.00	$0.00	$1,011,469.20	$418,288.23	$83,461.21	$0.00	$0.00	$0.00		$9,300.20	$521,070.84	$1,532,539.84
Day 50	08-Jun	$764,870.50	$51,800.00	$0.00	$413,141.20	$23,409.00	$0.00	$1,549,220.70	$8,326.00	$510,931.32	$0.00	$0.00	$58,182.00	$6,162,345.00	$3,667,410.25	$10,373,191.87	$11,918,412.27
Day 51	09-Jun	$851,083.50	$310,800.00	$0.00	$396,295.70	$23,409.00	$0.00	$1,583,618.20	$12,090.90	$788,145.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.66	$2,893,465.86
Day 52	10-Jun	$778,202.30	$155,400.00	$0.00	$502,985.80	$37,008.00	$0.00	$1,473,206.10	$362,180.50	$95,352.00	$0.00	$0.00	$845,184.00	$8,771,378.00	$2,087,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,281.30	$155,400.00	$0.00	$536,630.30	$20,983.00	$0.00	$1,454,294.50	$8,040.51	$118,382.00	$0.00	$0.00	$0.00	$8,939,026.00	$0.00	$9,165,450.51	$9,619,745.01
Day 54	12-Jun	$996,987.40	$155,400.00	$0.00	$387,669.10	$85,421.00	$0.00	$1,174,487.50	$3,621.30	$451,064.48	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.78	$2,429,473.28
Day 55	13-Jun	$716,374.00	$84,790.00	$0.00	$438,479.50	$58,749.00	$0.00	$1,274,782.50	$3,327.48	$221,102.47	$0.00	$0.00	$0.00	$667,920.00	$0.00	$892,349.95	$2,167,102.45
Day 56	14-Jun	$775,806.50	$155,400.00	$0.00	$338,554.30	$59,180.00	$0.00	$1,328,352.80	$18,782.68	$808,574.72	$0.00	$0.00	$0.00	$1,980,000.00	$393,675.00	$3,112,012.40	$4,441,365.20
Day 57	15-Jun	$760,851.50	$367,080.00	$0.00	$323,747.20	$68,505.00	$0.00	$1,558,183.70	$321,897.71	$193,052.00	$0.00	$0.00	$0.00	$10,811,250.00	$0.00	$11,325,899.71	$12,884,183.41
Day 58	16-Jun	$875,162.50	$0.00	$0.00	$409,410.80	$47,808.00	$0.00	$1,332,588.30	$13,784.03	$261,304.30	$0.00	$0.00	$0.00	$0.00	$35,081.00	$310,129.32	$1,642,526.62
Day 59	17-Jun	$982,701.75	$821,154.00	$0.00	$328,601.80	$54,791.00	$0.00	$2,105,338.95	$12,919.98	$276,888.14	$0.00	$0.00	$0.00	$0.00	$338,513.60	$628,090.70	$2,733,429.25
Day 60	18-Jun	$844,472.50	$922,824.00	$0.00	$419,436.00	$79,088.00	$0.00	$2,265,820.50	$48,228.85	$527,820.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,049.02	$3,237,872.52
Day 61	19-Jun	$861,608.50	$1,231,707.00	$0.00	$339,981.40	$71,588.00	$0.00	$2,504,872.90	$10,688.00	$110,228.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,448,788.40
Day 62	20-Jun	$983,289.00	$631,540.00	$0.00	$513,093.20	$78,719.00	$0.00	$2,004,637.20	$128.86	$351,100.00	$4,498,203.32	$0.00	$594,950.00	$0.00	$185,143.50	$5,509,521.66	$7,514,159.86
Day 63	21-Jun	$643,387.80	$978,140.00	$0.00	$490,546.50	$77,526.00	$0.00	$2,087,625.30	$17,775.77	$798,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,746.82	$2,904,352.92
Day 64	22-Jun	$767,987.75	$38,347.00	$0.00	$781,000.50	$35,868.00	$0.00	$1,583,203.25	$10,997.98	$653,552.00	$0.00	$0.00	$22,065.00	$0.00	$0.00	$686,634.88	$2,229,836.13
Day 65	23-Jun	$711,599.50	$384,831.00	$0.00	$813,285.40	$58,842.00	$0.00	$2,156,607.90	$34,080.00	$1,070,056.96	$0.00	$0.00	$0.00	$0.00	$8,898,787.87	$9,803,075.72	$11,971,973.62
Day 66	24-Jun	$792,387.30	$0.00	$0.00	$731,456.70	$56,911.00	$0.00	$1,563,756.00	$26,579.28	$488,988.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,759.68	$2,449,489.68
Day 67	25-Jun	$728,339.50	$584,850.00	$0.00	$760,248.90	$28,652.00	$0.00	$2,102,851.40	$50,162.33	$808,600.13	$0.00	$0.00	$0.00	$0.00	$0.00	$858,762.46	$2,962,673.86
Day 68	26-Jun	$721,631.50	$1,122,800.00	$0.00	$814,148.00	$41,931.00	$0.00	$2,500,310.50	$3,083.75	$463,083.29	$0.00	$0.00	$0.00	$0.00	$0.00	$466,127.04	$2,966,437.54
Day 69	27-Jun	$667,701.90	$1,170,567.00	$0.00	$660,082.60	$33,289.00	$0.00	$2,580,619.70	$54,667.33	$211,850.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,542,121.73	$13,122,732.48
Day 70	28-Jun	$686,130.70	$1,416,802.00	$0.00	$506,780.80	$59,100.00	$0.00	$2,670,813.30	$9,383.50	$296,840.30	$0.00	$0.00	$0.00	$0.00	$1,378,104.00	$1,684,227.80	$4,355,141.10
Day 71	29-Jun	$738,988.50	$1,189,740.00	$0.00	$420,913.10	$37,795.00	$0.00	$2,387,414.60	$29,511.24	$1,062,370.80	$0.00	$0.00	$0.00	$17,864,343.68	$0.00	$18,986,125.68	$21,373,540.28
Day 72	30-Jun	$678,628.50	$1,018,622.00	$0.00	$443,071.90	$37,788.00	$0.00	$2,175,986.40	$7,988.35	$435,800.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,986.75
Day 79	01-Jul	$683,129.50	$1,042,449.00	$42,850.50	$862,032.60	$64,270.00	$0.00	$2,624,710.60	$13,839.79	$183,022.90	$0.00	$0.00	$0.00	$0.00	$0.00	$196,862.69	$2,730,873.45

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG	Total USCG Reportable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRPA Costs	Total UPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 74	02-Jul	$755,251.70	$906,509.00	$53,381.00	$768,828.30	$64,249.00	$0.00	$2,578,110.00	$7,737.11	$405,520.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,998,387.41
Day 75	03-Jul	$738,597.60	$380,312.00	$100,254.00	$689,742.40	$62,352.00	$10.77	$1,951,298.77	$3,030.00	$856,446.30	$0.00	$0.00	$0.00	$0.00	$0.00	$868,476.30	$2,819,746.07
Day 76	04-Jul	$794,895.50	$508,472.00	$125,840.90	$690,666.20	$64,249.00	$32.37	$2,183,757.71	$2,578.65	$248,925.80	$0.00	$0.00	$8,800.00	$0.00	$0.00	$259,304.15	$2,442,061.86
Day 77	05-Jul	$785,363.80	$1,153,228.00	$86,105.25	$398,288.20	$64,248.00	$16.77	$2,483,170.02	$20,158.22	$441,432.88	$8,576,843.82	$172,757.84	$0.00	$0.00	$1,383,840.00	$8,586,060.74	$11,068,336.76
Day 78	06-Jul	$776,808.25	$381,672.00	$17,787.00	$483,951.40	$23,232.00	$0.00	$1,632,540.65	$3,844.61	$1,809,257.58	$0.00	$0.00	$0.00	$0.00	$18,740,357.00	$20,553,298.18	$22,185,817.84
Day 79	07-Jul	$894,983.40	$486,912.00	$82,628.70	$473,864.30	$64,249.00	$0.00	$1,974,637.40	$14,487.41	$820,244.00	$0.00	-$197,576.00	$0.00	$0.00	$85,388.59	$697,690.00	$2,672,327.40
Day 80	08-Jul	$876,316.20	$486,912.00	$37,989.50	$321,242.20	$64,249.00	$0.00	$1,756,718.90	$9,870.36	$1,034,748.10	$0.00	$234,542.30	$0.00	$0.00	$0.00	$1,279,160.56	$3,035,879.56
Day 81	09-Jul	$850,760.75	$774,432.00	$80,573.25	$726,337.00	$23,232.00	$201.68	$2,556,536.68	$9,158.78	$342,000.00	$0.00	$28,405.59	$0.00	$0.00	$0.00	$379,666.78	$2,946,103.46
Day 82	10-Jul	$804,977.50	$774,432.00	$98,292.35	$524,354.20	$76,121.00	$0.00	$2,276,137.05	$3,395.84	$463,410.10	$0.00	$216,507.33	$0.00	$0.00	-$23,800.00	$678,711.27	$2,954,848.32
Day 83	11-Jul	$879,943.70	$1,319,007.00	$112,381.50	$816,433.10	$76,051.00	$293.61	$3,204,098.97	$1,528.61	$332,600.00	$0.00	$379,962.67	$2,069,890.00	$179,850.00	$8,584,275.00	$9,488,894.28	$12,690,064.75
Day 84	12-Jul	$1,105,636.25	$1,562,828.00	$115,211.25	$572,884.00	$72,690.00	$0.00	$3,428,321.50	$421,122.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,023,665.65	$1,727,440.00	$104,288.50	$674,181.00	$66,269.00	$0.00	$3,590,853.15	$3,804.00	$698,124.20	$0.00	$101,761.96	$0.00	$100,000.00	$0.00	$1,101,490.16	$4,700,143.33
Day 86	14-Jul	$1,112,149.70	$1,452,090.00	$109,632.80	$510,253.60	$71,290.00	$0.00	$3,255,490.10	$19,248.10	$549,486.40	$0.00	$766,912.05	$0.00	$5,730,190.65	$34,780.00	$6,580,583.56	$9,836,023.66
Day 87	15-Jul	$1,084,580.48	$1,410,850.00	$74,482.85	$468,488.90	$68,127.00	$168.98	$3,087,427.76	$12,097.07	$406,878.00	$0.00	$0.00	$390,515.34	$0.00	$0.00	$809,397.41	$3,895,826.11
Day 88	16-Jul	$1,123,573.40	$1,417,567.00	$27,488.00	$271,483.00	$64,590.00	$0.00	$2,904,701.40	$7,793.58	$606,668.50	$0.00	$530,667.17	$0.00	$300,000.00	$0.00	$1,745,328.25	$4,650,027.66
Day 89	17-Jul	$965,343.12	$1,650,924.00	$82,871.25	$487,153.00	$67,365.00	$0.00	$3,263,656.37	$2,231.48	$830,500.00	$0.00	$84,604.95	$0.00	$15,061,048.00	$0.00	$15,998,355.41	$19,271,841.78
Day 90	18-Jul	$971,190.35	$1,693,788.00	$122,648.45	$248,158.50	$71,636.00	$0.00	$3,048,419.30	$5,290.25	-$236,513.18	$0.00	$56,813.96	$0.00	$50,000.00	$0.00	$349,017.39	$3,397,436.66
Day 91	19-Jul	$1,187,443.95	$1,704,348.00	$107,207.10	$381,011.00	$67,230.00	$0.00	$3,457,240.05	$1,818.66	$321,380.00	$0.00	$204,402.56	$0.00	$0.00	$1,486,113.51	$2,073,984.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.50	$1,233,758.00	$106,506.20	$348,875.70	$64,791.00	$407.51	$2,899,688.90	$29,387.12	$385,666.00	$0.00	$100,131.55	$28,000.00	$0.00	$3,533,350.46	$3,988,315.16	$6,879,004.11
Day 93	21-Jul	$1,068,029.80	$1,110,354.00	$53,186.30	$367,688.00	$50,997.00	$0.00	$2,650,238.25	$221,764.41	$169,900.00	$0.00	$139,486.84	$0.00	$0.00	$11,886.50	$582,427.75	$3,220,665.96
Day 94	22-Jul	$1,086,847.10	$880,642.00	$76,837.30	$367,416.50	$64,421.00	$148.51	$2,487,313.51	$953.31	$443,538.30	$0.00	$171,478.95	$0.00	$0.00	$12,576,500.00	$13,194,492.56	$15,681,776.07
Day 95	23-Jul	$824,711.80	$814,530.00	$0.00	$229,542.10	$23,232.00	$148.81	$1,886,165.31	$15,827.18	$779,000.00	$0.00	$117,872.17	$0.00	$0.00	$0.00	$412,699.38	$2,300,764.67
Day 96	24-Jul	$610,360.00	$957,828.00	$0.00	$55,514.88	$0.00	$0.00	$1,623,722.88	$6,539.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$146,539.28	$1,772,262.06
Day 97	25-Jul	$358,146.40	$813,824.00	$0.00	$306,806.50	$0.00	$0.00	$1,478,776.90	$0.00	$81,500.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,646.00	$1,601,422.90
Day 98	26-Jul	$1,106,435.85	$1,062,280.00	$15,170.00	$198,724.00	$64,421.00	-$426.80	$2,456,437.23	$3,129.47	$325,884.00	$0.00	$0.00	$0.00	$0.00	$451,723.00	$680,546.47	$3,116,983.73
Day 99	27-Jul	$1,003,216.80	$1,052,260.00	$68,722.50	$223,687.50	$54,421.00	$183.37	$2,412,471.17	$316.96	$374,000.00	$0.00	$0.00	$0.00	$9,347,309.97	$90,046.96	$9,811,676.91	$12,224,148.08
Day 100	28-Jul	$1,084,266.80	$925,857.00	$96,024.40	$285,369.70	$74,177.00	$148.80	$2,466,880.72	$2,624.23	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.50	$520,031.23	$2,986,891.95
Day 101	29-Jul	$1,672,569.00	$772,268.00	$84,730.80	$182,252.90	$64,421.00	$318.66	$2,176,522.58	$5,155.39	$433,000.00	$0.00	$0.00	$0.00	$12,185,000.00	$0.00	$12,594,159.38	$14,770,777.97
Day 102	30-Jul	$948,867.75	$963,184.00	$77,777.70	$197,686.20	$64,421.00	$0.00	$2,240,936.50	$666.70	$247,500.00	$0.00	$0.00	$0.00	$8,972,176.00	$0.00	$9,320,344.20	$11,561,280.80
Day 103	31-Jul	$946,337.76	$1,196,885.00	$61,446.00	$104,100.00	$23,232.00	$198.07	$2,334,198.82	$438.00	$381,076.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,381,512.40	$4,685,709.22
Day 104	01-Aug	$798,778.00	$1,116,291.00	$158,214.00	$64,421.00	$0.00	$0.00	$2,138,614.00	$0.00	$1,694,243.00	$0.00	$0.00	$0.00	$0.00	$31,792,754.30	$33,486,997.30	$35,625,611.30
Day 105	02-Aug	$970,087.15	$877,658.00	$114,127.38	$130,486.90	$41,186.00	$10.77	$2,733,906.86	$8,794.08	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,794.08	$2,511,543.77
Day 106	03-Aug	$828,876.00	$822,386.00	$86,935.00	$155,132.00	$80,088.00	$0.00	$1,873,413.00	$5,263.68	$477,800.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,663.68	$2,356,296.68
Day 107	04-Aug	$994,774.70	$41,094.00	$88,035.00	$122,095.80	$38,880.00	$312.38	$1,286,091.88	$30,832.08	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,216,798.53	$17,822,690.59	$19,109,082.51
Day 108	05-Aug	$1,012,574.20	$316,569.00	$98,567.24	$308,588.50	$78,817.00	$110.73	$1,815,534.67	$1,502.72	$202,500.00	$0.00	$0.00	$0.00	$4,113,063.75	$8,481,120.84	$12,808,247.06	$14,623,781.72
Day 109	06-Aug	$834,330.10	$270,613.00	$108,339.00	-$167,087.66	$80,088.00	$0.00	$1,582,644.70	$695.98	$346,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$347,035.98	$1,907,680.68
Day 110	07-Aug	$748,111.96	$136,793.00	$83,511.11	$38,434.50	$76,817.00	$196.08	$1,080,881.66	$438.00	$731,600.00	$0.00	$0.00	$0.00	$2,125,160.73	$0.00	$2,857,116.23	$4,047,998.91
Day 111	08-Aug	$482,192.50	$214,216.00	$11,319.00	$178,392.00	$78,817.00	$97.82	$1,182,974.32	$600.98	$3,802,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,803,200.98	$4,986,175.24
Day 112	09-Aug	$620,127.75	$0.00	$68,398.10	$43,382.00	$80,817.00	$129.57	$808,352.42	$7,800.00	$775,000.00	$0.00	$0.00	$0.00	$1,817,874.00	$0.00	$2,605,474.00	$3,584,308.42
Day 113	10-Aug	$480,420.26	$612,040.00	$44,871.75	$83,027.19	$74,657.00	$81.24	$1,606,077.04	$5,308.42	$822,300.00	$0.00	$0.00	$0.00	$0.00	$0.00	$827,808.48	$2,232,885.63
Day 114	11-Aug	$818,888.50	$170,318.00	$85,483.00	$63,085.10	$33,000.00	$152.42	$940,903.02	$1,263.73	$1,282,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,283,763.73	$2,224,666.75
Day 115	12-Aug	$318,339.70	$190,932.00	$0.00	$47,944.80	$0.00	$132.42	$797,345.72	$3,344.93	$488,500.00	$0.00	$0.00	$0.00	$0.00	$7,984,443.10	$8,324,288.03	$9,081,633.75
Day 116	13-Aug	$716,469.00	-$196,086.00	$0.00	$87,708.50	$28,680.00	$47.23	$1,031,211.73	$438.00	$203,800.00	$0.00	$0.00	$1,888,525.50	$0.00	$0.00	$2,072,481.00	$3,103,672.73
Day 117	14-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	TOTAL	$88,836,545.91	$80,667,394.50	$3,149,763.26	$33,575,730.90	$3,948,405.00	$3,887.76	$170,181,897.33	$2,627,712.85	$52,013,233.84	$18,587,710.44	$3,079,010.25	$13,204,070.34	$179,932,808.33	$191,415,831.62	$457,050,276.76	$627,241,974.08

FEMA 4136/DR-Mississippi-Computer Models 252 Daily Financial Summary
August 13, 2010

Agency	Ceiling	Document Control Number (DCN)	Notional Spending to Date	%	Notional Daily Burn Rate	Current Notional Balance	Billings to DD	Paid by DD	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8 360 287 10	34-10-29-0-W-W-001	$6 499 830 48	80	$62 395 79	$1 860 726 62	$5 772 865 64	$5 715 865 64	Yes	April 26 to July 31, 2010
FEMA	$3 373 333 00	34-10-29-0-W-W-003	$1 192 666 45	35	$36 222 22	$1 180 666 55			Yes	June 3 to July 29: Community Outreach and External Affairs Support Plan
California OSPR	$180 000 00	34-10-29-0-W-W-005	$53 333 33	30	$6 333 33	$46 666 67			Yes	OSPR to provide vessel use for 30 days +5 July to 11 August
Department of Homeland Security (DHS)	$200 000 00	34-10-29-0-W-W-007	$26 666 67	13	$4 666 67	$173 333 33	$166 171 00	$166 171 00	Yes	8 July to 31 November 2010. FAA permit to transport and support the HEC
DOL - OSHA National Office	$349 999 74	34-10-29-0-W-W-01	$243 333 23	70	$11 446 84	$0 00	$166 171 00	$166 171 00		Analyses of Worker Safety IRT NOP. April 22 - May 31
DOI - MMS	$2 630 000 00	34-10-29-0-W-W-001	$2 189 555 61	83	$38 444 44	$680 333 35			Yes	April 22 thru May 22. Amendment for PPTO extended period until July 15
DOI - USFWS	$28 643 156 00	34-10-29-0-W-W-002	$26 987 036 00	47	$438 076 69	$2 656 121 51				May 1 - August 7th
FEMA	$46 449 350 00	34-10-29-0-W-W-009	$26 708 364 75	150	$387 077 75	$19 740 985 25			Yes	April 26 - September 6th. Two components of FEMA - personnel cases and Seafood Surveillance.
USCG Wildlife (APHIS)	$1 534 467 00	34-10-29-0-W-W-004	$745 958 72	120	$12 757 39	$788 508 28	$18 987 83	$78 987 83	Yes	May 1 - September 2
EPA Region 6	$26 072 138 10	34-10-29-0-W-W-008	$19 179 561 34	85	$289 090 32	$6 892 567 76	$19 003 881 27	$14 991 881 27	Yes	April 29 - July 31, 2010
LA DOHSEP	$1 250 000 00	34-10-29-0-W-W-006	$1 167 500 00	40	$20 833 33	$83 500 00	$666 566 51	$666 566 51		May 4 - June 26
DOI - NPS	$5 550 000 00	34-10-29-0-W-W-007	$3 548 666 67	90	$61 666 67	$1 801 333 33			Yes	April 30 - July 31
LA - DOC	$340 000 00	34-10-29-0-W-W-008	$220 183 50	65	$5 621 80	$29 117 50	$29 568 51	$29 568 51		May 1 - June 30
US Customs & Border Patrol	$12 180 560 87	34-10-29-0-W-W-009	$7 441 640 49	90	$135 125 85	$4 779 291 48			Yes	May 5 - July 5. Amendment increased aircraft flights for a total until 31 August.
LA Dept. Public Safety	$1 999 000 00	34-10-29-0-W-W-010	$574 966 53	120	$13 976 33	$1 034 041 67	$1 239 844 04	$1 239 844 04	Yes	April 29 - August 10
LA Military Affairs	$457 784 00	34-10-29-0-W-W-011	$315 988 47	73	$5 541 57	$121 814 53	$309 719 85	$309 719 85	Yes	May 13 - August 13
LA Dept. Natural Resources	$1 075 309 72	34-10-29-0-W-W-012	$481 049 48	90	$11 946 22	$394 291 22	$531 978 95	$531 978 95	Yes	May 9 - August 15.
LA Dept. of Wildlife & Fisheries	$8 760 078 00	34-10-29-0-W-W-013	$5 769 078 00	54	$106 834 78	$0 00	$5 082 135 49	$5 082 135 49		April 26 - July 15.
LA Dept. of Transportation	$221 888 00	34-10-29-0-W-W-014	$133 132 80	60	$2 466 43	$88 755 20	$86 024 96	$86 024 96	Yes	May 10 - August 30
LA DEQ	$2 437 256 00	34-10-29-0-W-W-015	$1 274 788 20	130	$23 643 80	$1 162 467 80	$784 256 18	$784 256 18	Yes	May 10 - August 18
NIOSH	$1 520 590 00	34-10-29-0-W-W-016	$1 216 472 00	80	$26 343 17	$304 118 00			Yes	May 1 - July 31, 2010
LA Dept. of Health & Hospitals	$2 077 281 00	34-10-29-0-W-W-017	$1 154 045 00	60	$23 040 00	$923 236 00	$503 197 15	$503 197 15	Yes	May 10 - July 30
LA Agriculture & Forestry	$1 858 291	34-10-29-0-W-W-018	$14 750 85	8	$314 90	$1 843 41	$10 845 36	$12 493 81	Yes	May 14 - June 14. Amendment extended 30 days with cost.
U.S. Dept. of Labor	$500 818 43	34-10-29-0-W-W-019	$500 818 00	45	$11 129 29	[redacted]				May 14 to June 30
Office of Coastal Protection & Restoration	$953 400 00	34-10-29-0-W-W-020	$953 600 00	45	$7 687 78	[redacted]	$338 826 13	$338 826 13		April 28 to May 31
DOI - National Wetlands Research Center	$1 900 000 00	34-10-29-0-W-W-021	$1 501 000 00	60	$33 800 00	$426 000 00			Yes	June 3 - Aug 16
U.S. Health & Human Services - Response	$2 275 000 00	34-10-29-0-W-W-022	$1 425 666 67	75	$30 333 33	$849 333 33			Yes	1 June - 31 August.
U.S. Health & Human Services - NIEHS	$352 000 00	34-10-29-0-W-W-023	$176 000 00	50	$8 380 [illegible]	$176 000 00			Yes	5 June - 31 July
U.S. Dept. of Agriculture	$1 007 655 80	34-10-29-0-W-W-024	$481 364 39	104	$10 262 97	$469 991 81	$56 666 31	$56 666 31	Yes	May 17 - August 31, 2010
EPA Region 6	$12 620 120 00	34-10-29-0-W-W-025	$11 536 771 00	60	$243 688 93	$1 262 013 00	$12 295 901 01	$10 295 901 01		April 30 - July 31
MS DEQ	$2 630 000 00	34-10-29-0-W-W-002	$1 734 111 11	20	$29 222 22	$896 666 89	$446 099 82	$446 099 82	Yes	April 30 - July 31st.
AL EMA	$150 000 00	34-10-29-0-W-W-003	$142 500 00	60	$2 500 00	$2 500 00	$57 344 44	$57 344 44		April 30 - June 30.
OSHA Region IV	$320 000 00	34-10-29-0-W-W-004	$273 666 67	39	$7 333 33	$7 333 33			Yes	June 8 - Jul 9.
MS Port Authority, Pascagoula	$50 000 00	34-10-29-0-W-W-005	$31 666 67	30	$1 666 67	$18 333 33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile by providing personnel at Pascagoula.
Baldwin County, Emergency Management, AL	$50 000 00	34-10-29-0-W-W-006	$31 666 67	30	$1 666 67	$18 333 33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile
Mobile County, Emergency Management, AL	$50 000 00	34-10-29-0-W-W-007	$31 666 67	30	$1 666 67	$18 333 33	$29 364 00	$29 364 00	Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile
Gulf County, Emergency Management, FL	$50 000 00	34-10-29-0-W-W-008	$20 000 00	20	$1 666 67	$30 000 00	$29 364 00	$29 364 00	Yes	August 1 to August 31. Provide County support to ICP Mobile and staging areas for response operations.
MS State Port Authority (Gulfport)	$400 000 00	34-10-29-0-W-W-009	$120 000 00	80	$6 666 67	$80 000 00	$348 420 47	$348 420 47	Yes	May 12 - June 30. Amendment comes them through the end of June
NAVSEA/SEA 0	$27 412 835 40	28-10-84-0-W-W-072	$8 545 134 19	150	$143 782 24	$18 867 701 24			Yes	April 27 to September 21 from MOD 5
Fairmont Board Bureau LLP, WS, AL, FL	$65 849 086 95	28-10-84-W-W-07-076	$20 698 427 23	175	$378 986 80	$45 150 659 72			Yes	May 1 to September 30 from MOD 12. Was exploded new and details at NOPP.
Army Air NG	$1 407 820 00	28-10-8440-W-W-078	$843 000 00	120	$11 661 00	$564 820 00			Yes	May 1 to September 29
LA Army NG	$30 908 500 00	28-10-8440-W-W-080	$18 833 277 46	142	$265 059 48	$12 775 650 47			Yes	May 7 to September 30 via MOD #4
Army Air NG (LA)	$18 364 824 11	28-10-8440-W-W-081	$4 750 127 72	120	$66 356 87	$6 612 696 39			Yes	May 1 to 30 September 2010. Various components and periods of performance
Arkansas Air NG	$45 844 293 36	28-10-84-0-W-W-082	$4 736 176 80	80	$111 863 20	$3 906 143 89			Yes	May 6 to August 7. Various components of NG at various states.
Alabama Air NG	$8 734 105 00	28-10-84-0-W-W-083	$3 885 646 36	120	$78 200 88	$2 239 458 64			Yes	May 8 - September 2
Alabama Air NG	$45 500 00	28-10-84-0-W-W-084	$35 541 67	80	$754 13	$9 816 33			Yes	May 8 - Aug 8
Alabama Air NG	$0 00	28-10-84-0-W-W-085	$0 00	80	$0 00	$0 00				MSR closed pursuant to use of Feldenkrais 7/6/2010
Commander, USCG CAP	$425 855 00	28-10-84-0-W-W-087	$175 267 33	120	$3 325 45	$249 487 23			Yes	May 7 until 20 hours of flight time completed or ends 1 October 2010.
MS National Guard	$184 500 00	28-10-84-0-W-W-088	$138 100 00	40	$4 100 00	$46 400 00				May 8 - June 8
Scott AFB - TRANSCOM	$2 864 772 40	28-10-84-0-W-W-089	$1 264 761 14	80	$31 579 54	$600 011 26			Yes	1st period of performance stated on MSR coordination with TRANSCOM
USA Wright Pt. Sam Houston	$267 416 07	28-10-84-0-W-W-090	$223 577 33	61	$4 983 87	$43 838 60				May 7 - July 31
Commander Navy Region Southeast	$122 000 00	28-10-84-0-W-W-091	$64 800 00	120	$1 058 67	$57 199 00			Yes	April 28 - August 31.

Prepared by the
National Pollution Funds Center

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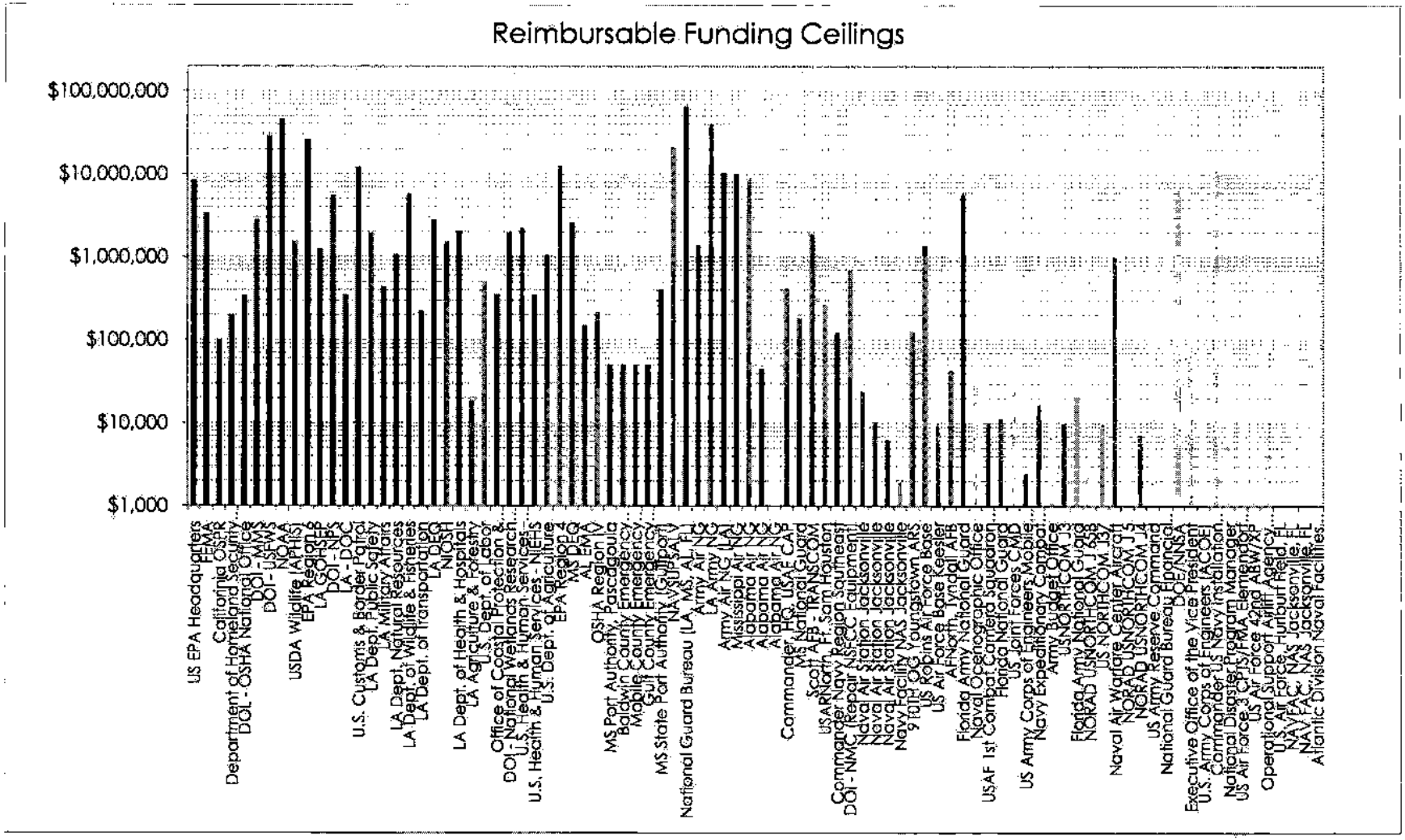
Data current through August 13, 2010

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 14, 2010

Agency	Ceiling	Document Control Number (DCN)	Notional Spending to Date	Days	Notional Daily Burn Rate	Current Notional Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
MOL - NMC (Repair NEPCC Equipment)	$xxx,xxx.00	20-10-84-0-WYY-063	$xxx,xxx.xx	xxx	$x,xxx.xx	$xxx,xxx.xx			Yes	May 2 - Feb 28, 2011 Maintenance planned for NEPCC response equipment.
Naval Air Station, Jacksonville	$24,xxx,xxx	20-10-84-0-WYY-064	$xx,xxx.xx	xx	$x,xxx.xx	$xx,xxx.xx			Yes	May 20 - September 20
Naval Air Station Jacksonville	$xx,xxx.xx	20-10-84-0-WYY-065	$x,xxx.xx	30	$xxx.xx	$x,xxx.xx			Yes	May 20 - October 2
Naval Air Station Jacksonville	$x,xxx.xx	20-10-84-0-WYY-066	$x,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	May 20 - July 20
Navy Facility 1613 Jacksonville	$x,xxx.xx	20-10-84-0-WYY-067	$x,xxx.xx	60	$xx.xx	$xxx.xx			Yes	May 20 - July 20
NMETN OS Youngstown ARS	$xxx,xxx.xx	20-10-84-0-WYY-068	$xxx,xxx.xx	xx	$x,xxx.xx	[redacted]			[redacted]	May 1 to June 11
US Navy Air Force Base supplier	$x,xxx,xxx.xx	20-10-84-0-WYY-069	$x,xxx,xxx.xx	xx	$xx,xxx.xx	[redacted]			[redacted]	May 1 to June 11
US Air Force Base supplier	$xx,xxx.xx	20-10-84-0-WYY-100	$xx,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	Fuhrong Tormem-Ramp support for C130 aircraft - 20 May to 5 July
Air North Tyndall AFB	$xxx,xxx.xx	20-10-84-0-WYY-101	$xx,xxx.xx	xx	$x,xxx.xx	$xx,xxx.xx			Yes	May 9 to July 24
Florida Army National Guard	$x,xxx,xxx.xx	20-10-84-0-WYY-102	$x,xxx,xxx.xx	xxx	$xx,xxx.xx	$x,xxx,xxx.xx			Yes	May 29 to September **
Naval Oceanographer Office	$xxx,xxx.xx	20-10-84-0-WYY-103	$xxx,xxx.xx	x	$xx,xxx.xx	[redacted]			[redacted]	May 9 to Completion of # ops/s activities
USAF Tin Cannon Camera Squadron (AFRes)	$xx,xxx.xx	20-10-84-0-WYY-104	$x,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	21 Days from May 1, 2010.
Florida National Guard	$xx,xxx.xx	20-10-84-0-WYY-105	$xx,xxx.xx	xx	$xxx.xx	$x,xxx.xx			[redacted]	June 8 - July 8
US Joint Forces (JMD)	$xx,xxx.xx	20-10-84-0-WYY-106	$xx,xxx.xx	xx	$xxx.xx	$xx,xxx.xx			Yes	1 May - 18 July
US Army Corps of Engineers Mobile District	$x,xxx.xx	20-10-84-0-WYY-107	$x,xxx.xx	xx	$xx.xx	[redacted]			[redacted]	1 May - 21 May
Navy Superintendency Combat Command	$xx,xxx.xx	20-10-84-0-WYY-108	$xx,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	1 May - 21 May
Army Budget Office	$xx,xxx.xx	20-10-84-0-WYY-109	$xx,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	24 May to 24 July
USNORTHCOM J3	$x,xxx.xx	20-10-84-0-WYY-110	$x,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	4 NG PACs to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$xx,xxx.xx	20-10-84-0-WYY-111	$xx,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	4 NG PACs to support Deepwater. Period of performance 30 days - 24 May to 24 June.
NORAD USNORTHCOM J3&K	$x,xxx.xx	20-10-84-0-WYY-112	$x,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	11 June to 25 June (+14 Days of active).
US NORTHCOM J3	$xxx,xxx.xx	20-10-84-0-WYY-113	$xx,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	17-29 June to 29 July (two components 13 days & 31 days - Hurricane Planners for USAC)
Naval Air Warfare Center Aircraft	$xxx,xxx.xx	20-10-84-0-WYY-114	$xxx,xxx.xx	xx	$xx,xxx.xx	[redacted]			[redacted]	28 June - 2 August extension of time at no cost.
NORAD USNORTHCOM J3	$x,xxx.xx	20-10-84-0-WYY-115	$x,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	5 June to 8 July
NORAD USNORTHCOM J3	$x,xxx.xx	20-10-84-0-WYY-116	$x,xxx.xx	xx	$xxx.xx	[redacted]			[redacted]	17 June to 18 July.
US Army Reserve Command	$xxx,xxx.xx	20-10-84-0-WYY-117	$xxx,xxx.xx	xx	$x,xxx.xx	[redacted]			[redacted]	Provide ERLOs to USAC for 31 days beginning * May.
National Guard Bureau Financial Mgmt	$x,xxx,xxx.xx	20-10-84-0-WYY-118	$xxx,xxx.xx	xx	$xx,xxx.xx	$xxx,xxx.xx			Yes	MS Air Guard - AirOps/Supt Three components - $xxx,xxx (28 June - 28 July); $xxx,xxx (28 June - 25 July); and $xxx,xxx (27 May - 25 June). NOD #2 provide funding through 7 August
DOE/NNSA	$x,xxx,xxx.xx	20-10-84-0-WYY-119	$x,xxx,xxx.xx	xxx	$xx,xxx.xx	$x,xxx,xxx.xx			Yes	NSAC coordination with Deepwater for 90d days from 24 April to 2 August 2010.
Executive Office of the Vice President	$xx,xxx.xx	20-10-84-0-WYY-120	$xx,xxx.xx	x	$x.xx	$x.xx			[redacted]	Travel arrangements for VP for one day visit to Gulf Coast - period of performance 28 June 2010
U.S. Army Corps of Engineers (ACOE)	$xxx,xxx.xx	20-10-84-0-WYY-121	$xxx,xxx.xx	xx	$x,xxx.xx	$xx,xxx.xx			Yes	Two Scientists to be placed on Ship Quartet - for 30 days from 3 July to 9 August
Commander US Navy Installation Command	$xx,xxx,xxx.xx	20-10-84-0-WYY-122	$x,xxx,xxx.xx	xxx	$xx,xxx.xx	$x,xxx,xxx.xx			Yes	Provide 27 skimming vessels. 4 Harbor tenders up to 35' size vessels and support personnel from 20 June to 15 September.
National Disaster Program Manager	$xxx,xxx.xx	20-10-84-0-WYY-123	$xx,xxx.xx	xx	$x,xxx.xx	$xx,xxx.xx			Yes	Provide support to ARBO through 7 August
US Air Force 5 CPTS/CMA Elmendorf AFB	$x,xxx,xxx.xx	20-10-84-0-WYY-124	$x,xxx,xxx.xx	xxx	$xx,xxx.xx	$xx,xxx.xx			Yes	Provide aerial port in ambulance/evacuation for oil spill recovery personnel in support of Deepwater Operations beginning 11 May
US Air Force 42nd ABG/WSF	$xx,xxx.xx	20-10-84-0-WYY-125	$x,xxx.xx	xx	$xxx.xx	$xx,xxx.xx			Yes	Prepare and provide a safe haven for severe weather evacuations of up to 800 DQ personnel in support of Deepwater 12 July - 12 Sep
Operational Support Airlift Agency, Ft. Belvoir	$xxx,xxx.xx	20-10-84-0-WYY-126	$xx,xxx.xx	xx	$x,xxx.xx	$xx,xxx.xx			[redacted]	Provide 150 flight hours for C-23 aircraft - 31 days (12 July thru 13 August)
U.S. Air Force, Hurlburt Field, FL	$xx,xxx.xx	20-10-84-0-WYY-127	$x,xxx.xx	xx	$xxx.xx	$xx,xxx.xx			Yes	Provide Data Link and Information Feed from USCG C-130 to USCAMS through August 8th
NAVFAC, NAS Jacksonville, FL	$xx,xxx.xx	20-10-84-0-WYY-128	$x,xxx.xx	xx	$xxx.xx	$xx,xxx.xx			Yes	Provide services and support to CG Cutters through September 20th at Pensacola FL.
NAVFAC, NAS Jacksonville, FL	$xx,xxx.xx	20-10-84-0-WYY-129	$x,xxx.xx	xx	$xxx.xx	$x,xxx.xx			Yes	Provide services and support to CG Cutters through September 20th at Panama City, FL.
Atlantic Division Naval Facilities, Norfolk, VA	$xxx,xxx.xx	20-10-84-0-WYY-130	$xx,xxx.xx	xx	$x,xxx.xx	$xx,xxx.xx			Yes	Provide services and support to CG Cutters through September 30th at Pensacola FL.
Total:	$xxx,xxx,xxx.xx		$xxx,xxx,xxx.xx		$x,xxx,xxx.xx	$xxx,xxx,xxx.xx	$xxx,xxx,xxx.xx	$xxx,xxx,xxx.xx		
Total RRAs:	$xxx,xxx,xxx.xx									
Total MIPRs:	$xxx,xxx,xxx.xx									

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 14, 2010



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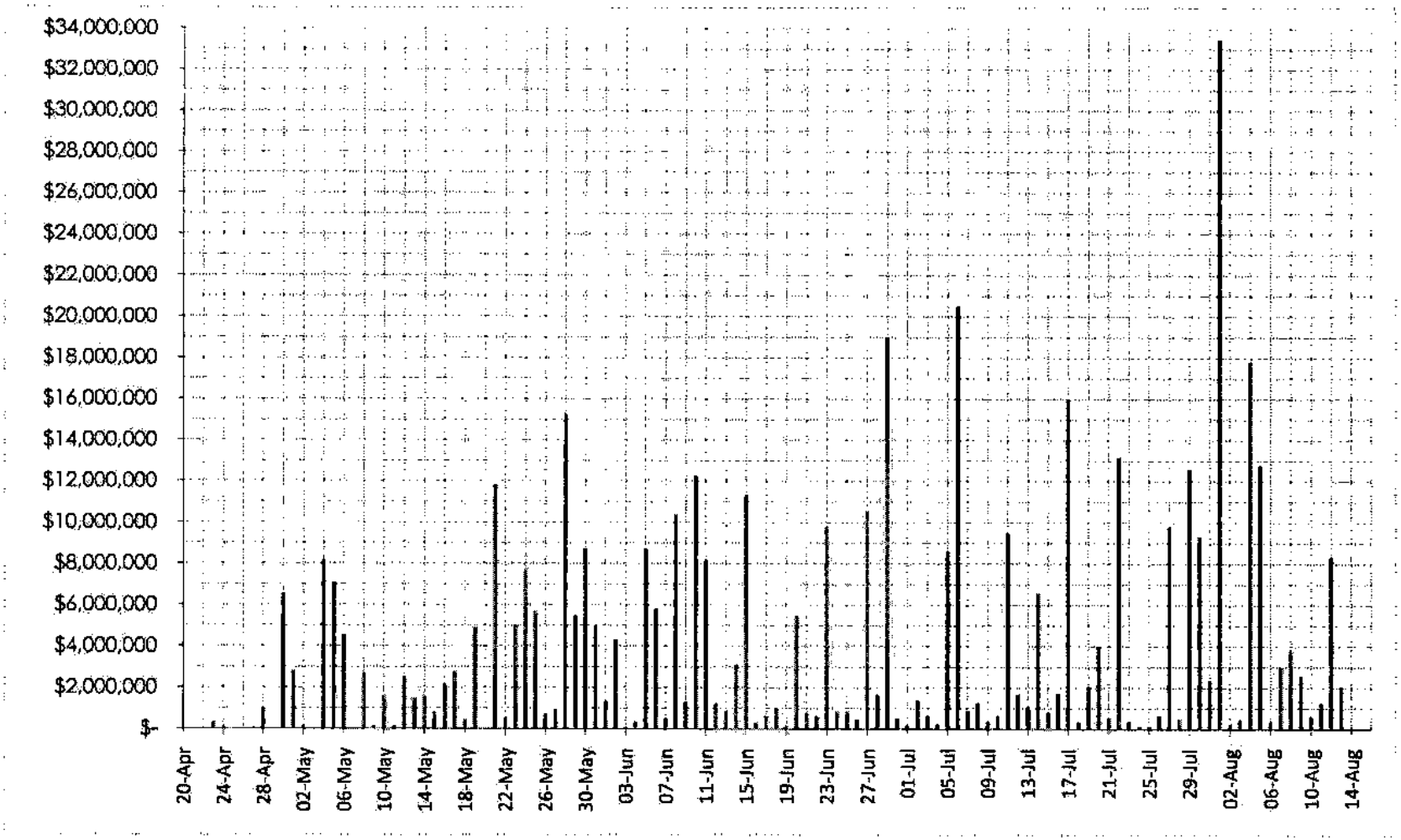
August 14, 2010



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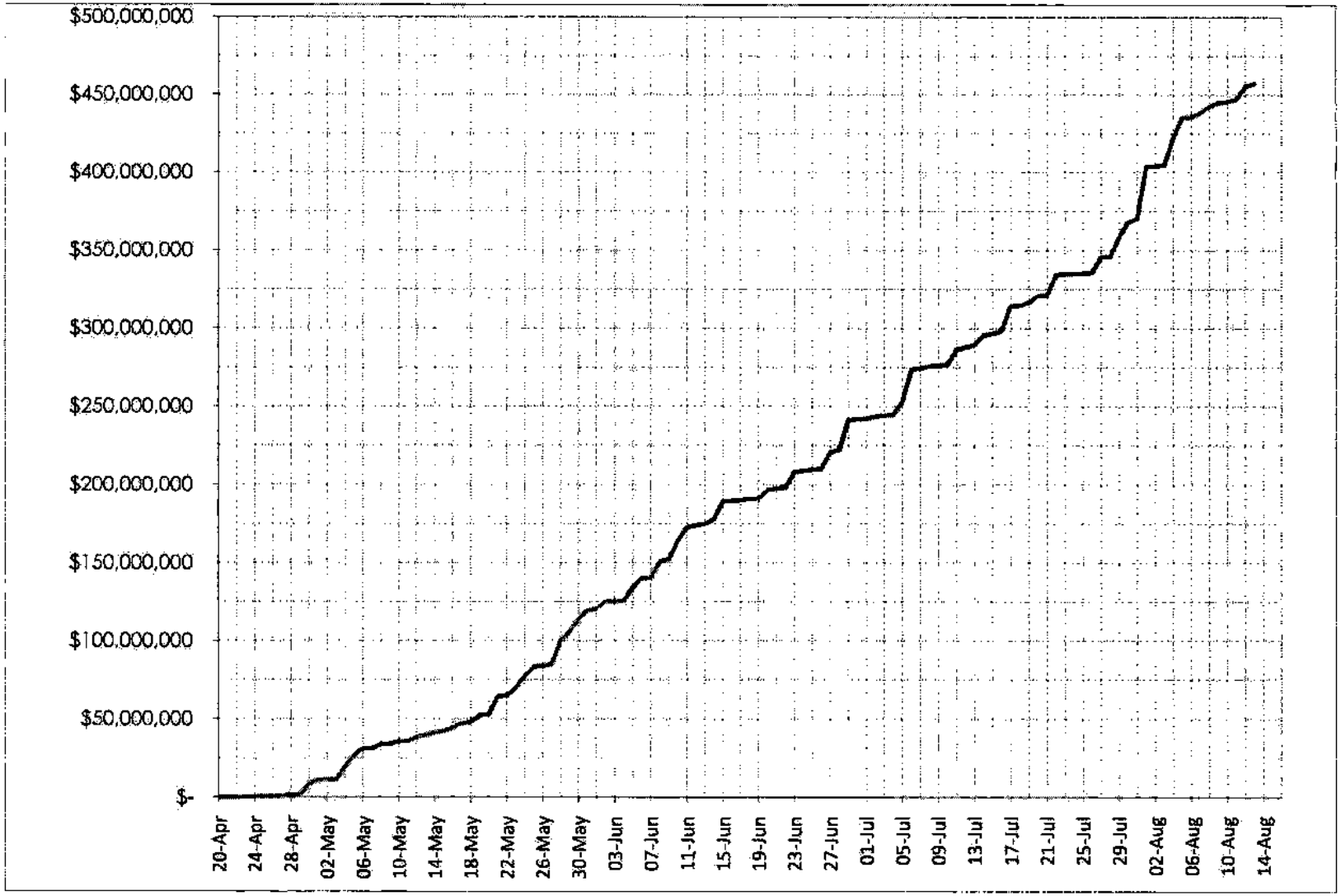

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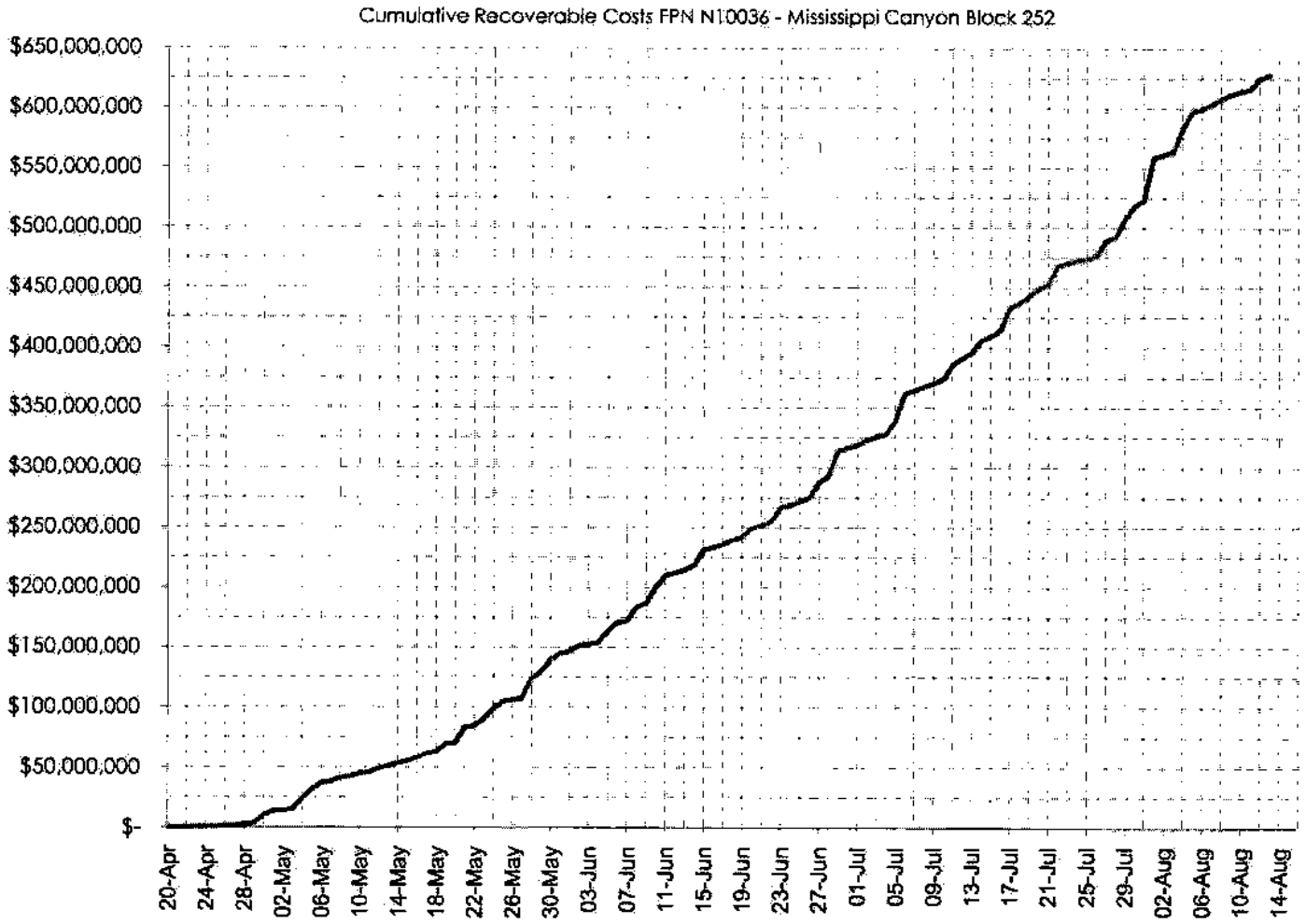
August 14, 2010



Executive Summary

Project Summary

Current Federal Project Ceiling:	$	541,767,579.00
Obligations to Date:	$	458,027,470.52
Federal Project Ceiling Remaining:	$	83,740,108.48

Outlays Per Core Accounting System	$	67,097,671.81

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining in The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	17,766,422.40

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	423,297,668.12
B	**Expenditures**	$	110,785,408.90
C	**Total Obligations** *(A + B)*	$	534,083,077.02

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	662,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	534,083,077.02
G	**Remaining Balance** *((D-(E+F))*	$	122,823,374.55
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	105,056,952.15
I	**Available for future project response** *((G - H)(notes2, 3)*	$	17,766,422.40

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	389,905,085.81
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	167,896,494.27

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $400 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 04/20/2010 **to** 08/14/2010

	FPN Ceiling:	**$541,767,579.00**
Coast Guard Recoverable Costs		
Total Coast Guard Personnel Costs	$70,299,756.16	
Total Coast Guard Cutter Costs	$61,118,797.50	
Total Coast Guard Small Boat Costs	$3,149,793.26	
Total Coast Guard Aircraft Costs	$33,762,975.90	
Total Coast Guard Equipment Costs	$4,016,166.00	
Total Coast Guard Vehicles Costs	$4,173.70	
Total Coast Guard Recoverable Costs:	**$172,351,661.52**	
OSLTF-Funded Coast Guard Direct Costs		
Total Coast Guard Purchases	$2,832,052.16	
Total Coast Guard Travel Orders	$52,513,732.84	
Total Coast Guard GTR Costs - Doc Type 14 Obligations:	$462,354.56	
Total Coast Guard Reserves - Doc Type 71 Obligations	$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations	$3,079,010.23	
Total for Contractors	$13,204,070.34	
Total OSLTF-Funded Coast Guard Direct Costs:	**$90,678,930.57**	**$90,678,930.57**
Other Removal Costs Funded From the OSLTF:		
Total PRFA Costs:	$175,932,608.33	
Total MIPR Costs:	$191,415,931.62	
Total Other Removal Costs Funded From the OSLTF:	**$367,348,539.95**	**$367,348,539.95**
Total Incident Costs To Date:	**$630,379,132.04**	
Total Costs Funded from the OSLTF:		**$458,027,470.52**
Ceiling Remaining (Not Obligated)		**$83,740,108.48**
	Percentage of Ceiling Remaining	**15.5%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 15, 2010

Name: Mississippi Canyon Block 252 Oil Spill												Daily Summary					
This Period		04/20/2010	Thru		08/14/2010				N10036				Printed	08/15/2010			18:06
							Ceiling:		$541,787,379.00								
							Prev-Period:		$0.00								
							This-Period:		$457,585,115.96								
							Balance:		$84,202,463.04								

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$86,052.00	$0.00	$0.00	$0.00	$0.00	$0.00	$86,052.00	$35,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$429,260.00
Day 5	24-Apr	$106,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$106,144.00	$3,518.00	$107,026.00	$0.00	$0.00	$0.00		$0.00	$110,544.00	$216,688.00
Day 6	25-Apr	$125,836.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,836.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,936.00
Day 7	26-Apr	$130,838.00	$0.00	$0.00	$178,865.70	$0.00	$0.00	$309,403.70	$2,218.83	$33,131.30	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,438.00	$0.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,184.60
Day 9	28-Apr	$123,425.00	$0.00	$0.00	$151,121.30	$0.00	$0.00	$274,546.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,601.30
Day 10	29-Apr	$163,587.00	$0.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$161,318.00	$0.00	$0.00	$85,606.40	$0.00	$0.00	$246,920.40	$0.00	$864,257.56	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,564,257.56	$6,811,183.96
Day 12	01-May	$205,560.00	$211,680.00	$0.00	$211,198.50	$0.00	$0.00	$628,438.50	$0.00	$263,601.38	$0.00	$0.00	$0.00	$2,516,035.00	$0.00	$2,779,636.38	$3,408,075.88
Day 13	02-May	$184,581.00	$211,680.00	$0.00	$163,660.90	$0.00	$0.00	$559,921.90	$0.00	$171,064.00	$0.00	$0.00	$0.00		$0.00	$171,064.00	$730,985.90
Day 14	03-May	$138,853.00	$211,680.00	$0.00	$128,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	04-May	$105,989.00	$211,680.00	$0.00	$158,156.00	$0.00	$0.00	$476,506.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,339.00
Day 16	05-May	$270,524.00	$279,586.00	$0.00	$117,443.90	$782.00	$0.00	$668,317.90	$2,791.61	$177,372.68	$0.00	$0.00	$292,000.00	$6,250,000.00	$348,830.00	$7,071,994.39	$7,740,312.29
Day 17	06-May	$252,367.00	$646,848.00	$0.00	$277,776.50	$2,352.00	$0.00	$1,179,143.50	$0.00	$21,763.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,763.00	$5,730,826.50
Day 18	07-May	$348,128.00	$483,106.00	$0.00	$157,480.80	$2,352.00	$0.00	$969,046.80	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,033.15
Day 19	08-May	$332,842.00	$357,288.00	$0.00	$235,973.50	$410.00	$0.00	$926,563.50	$3,600.00	$128,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,051.50
Day 20	09-May	$278,938.00	$385,220.00	$0.00	$173,317.10	$1,626.00	$0.00	$847,101.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$262,288.00	$317,620.00	$0.00	$148,102.80	$345.00	$0.00	$728,195.80	$28,316.05	$65,345.74	$0.00	$0.00	$0.00	$1,538,625.00	$0.00	$1,627,184.79	$2,355,380.59
Day 22	11-May	$307,829.00	$248,960.00	$0.00	$148,406.00	$0.00	$0.00	$700,395.00	$45,686.52	$79,598.74	$0.00	$0.00	$0.00		$0.00	$125,285.26	$825,680.26
Day 23	12-May	$318,314.50	$211,080.00	$0.00	$198,266.10	$346.00	$0.00	$727,305.60	$15,077.21	$65,305.46	$0.00	$0.00	$2,250,170.00	$200,000.00	$0.00	$2,540,555.67	$3,268,461.27
Day 24	13-May	$345,565.00	$211,680.00	$0.00	$207,054.20	$0.00	$0.00	$764,299.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,299.20
Day 25	14-May	$338,628.00	$317,520.00	$0.00	$150,287.80	$246.00	$0.00	$806,680.80	$957.36	$0.00	$0.00	$0.00	$0.00	$1,556,781.12	$5,000.00	$1,562,738.48	$2,369,419.28
Day 26	15-May	$337,129.00	$211,680.00	$0.00	$133,404.80	$10,584.00	$0.00	$692,797.80	$15,419.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,338.30	$1,497,135.80
Day 27	16-May	$259,985.00	$284,025.00	$0.00	$111,418.80	$0.00	$0.00	$655,428.80	$12,153.18	$2,000,960.34	$0.00	$0.00	$0.00		$152,780.00	$2,165,893.52	$2,821,302.12
Day 28	17-May	$375,713.00	$289,360.00	$0.00	$136,263.60	$10,783.00	$0.00	$812,119.60	$8,787.75	$126,045.28	$0.00	$0.00	$0.00	$569,309.10	$1,868,492.00	$2,774,634.13	$3,586,753.73
Day 29	18-May	$280,840.00	$576,780.00	$0.00	$119,455.00	$11,576.00	$0.00	$991,031.90	$4,084.66	$229,950.00	$0.00	$0.00	$0.00		$217,800.00	$448,834.66	$1,437,866.56
Day 30	19-May	$364,491.00	$578,750.00	$0.00	$230,521.30	$15,964.00	$0.00	$1,176,726.30	$11,079.92	$162,889.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$6,108,178.49
Day 31	20-May	$302,514.00	$578,760.00	$0.00	$141,694.50	$0.00	$0.00	$1,022,968.50	$543.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$39,214.78	$1,058,165.28
Day 32	21-May	$358,418.00	$650,665.00	$0.00	$103,459.40	$10,492.00	$0.00	$1,023,034.40	$546.00	$224,824.29	$0.00	$0.00	$0.00	$900,000.00	$10,888,072.00	$11,611,241.29	$12,634,305.69
Day 33	22-May	$363,154.00	$423,380.00	$0.00	$167,183.75	$1,064.00	$0.00	$954,781.75	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,984.25
Day 34	23-May	$275,777.00	$155,400.00	$0.00	$181,843.90	$9,408.00	$0.00	$622,428.90	$702.50	$51,809.78	$3,603,900.00	$0.00	$0.00	$1,150,000.00	$208,392.00	$5,014,404.28	$5,636,833.18
Day 35	24-May	$288,159.50	$155,400.00	$0.00	$124,534.80	$9,408.00	$0.00	$577,499.15	$92,081.25	$218,171.78	$0.00	$0.00	$0.00	$5,619,027.00	$1,720,000.00	$7,650,280.03	$8,207,778.18
Day 36	25-May	$279,758.50	$77,700.00	$0.00	$197,968.40	$9,408.00	$0.00	$564,632.90	$13,050.29	$389,301.56	$0.00	$0.00	$1,800,000.00		$3,580,000.00	$5,682,351.84	$6,247,184.84
Day 37	26-May	$260,675.00	$77,700.00	$0.00	$178,845.80	$23,732.00	$0.00	$541,152.80	$5,548.14	$314,677.65	$0.00	$0.00	$0.00		$404,483.82	$724,909.71	$1,266,062.51
Day 38	27-May	$294,337.00	$155,400.00	$0.00	$193,427.80	$23,384.00	$0.00	$666,548.80	$8,888.00	$141,945.96	$0.00	$0.00	$787,101.00		$2,926.40	$940,869.36	$1,607,418.16
Day 39	28-May	$277,354.00	$155,400.00	$0.00	$210,014.30	$23,384.00	$0.00	$661,152.30	$33,854.61	$1,456,805.90	$569,513.04	$0.00	$0.00	$270,911.00	$12,881,591.00	$15,244,445.76	$15,905,598.06
Day 40	29-May	$259,264.00	$289,780.00	$0.00	$48,275.00	$23,384.00	$0.00	$621,703.00	$4,840.52	$179,620.00	$0.00	$0.00	$0.00	$2,866,026.00	$2,424,731.73	$5,488,318.25	$6,110,021.25
Day 41	30-May	$221,194.50	$578,760.00	$0.00	$156,872.50	$9,408.00	$0.00	$966,235.00	$2,462.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$15,000.00	$8,702,887.74	$9,669,122.74
Day 42	31-May	$265,648.00	$0.00	$0.00	$139,242.00	$9,408.00	$0.00	$414,298.00	$0.00	$2,900,042.16	$0.00	$0.00	$2,052,000.00	$28,381.27	$14,083.44	$4,994,506.88	$5,408,805.88
Day 43	01-Jun	$258,692.00	$155,400.00	$0.00	$268,910.90	$9,408.00	$0.00	$692,580.90	$0.00	$94,195.96	$0.00	$0.00	$0.00		$1,259,541.00	$1,353,736.96	$2,046,367.50
Day 44	02-Jun	$289,892.50	$0.00	$0.00	$207,661.10	$28,395.00	$0.00	$525,748.60	$21,561.19	$564,396.46	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.58	$4,861,707.78
Day 45	03-Jun	$360,362.50	$276,187.50	$0.00	$295,118.50	$13,104.00	$0.00	$834,772.50	$2,325.56	$41,378.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.76	$900,474.26
Day 46	04-Jun	$494,907.00	$155,400.00	$0.00	$314,997.70	$13,104.00	$0.00	$978,408.70	$21,191.39	$350,606.43	$0.00	$0.00	$0.00		$0.00	$371,797.82	$1,350,206.52
Day 47	05-Jun	$525,284.00	$155,400.00	$0.00	$298,882.10	$24,080.00	$0.00	$991,633.10	$0.00	$499,177.00	$0.00	$0.00	$0.00	$8,227,994.28	$0.00	$8,717,171.28	$9,708,804.38
Day 48	06-Jun	$536,318.00	$156,800.00	$0.00	$367,703.10	$50,078.00	$0.00	$1,108,499.10	$6,648.72	$218,096.80	$3,287,850.36	$0.00	$0.00		$2,302,944.00	$5,825,339.76	$6,933,837.86
Day 49	07-Jun	$624,224.40	$155,400.00	$0.00	$304,532.80	$27,312.00	$0.00	$1,011,469.20	$416,289.23	$93,481.21	$0.00	$0.00	$0.00		$9,390.20	$521,070.64	$1,532,539.84
Day 50	08-Jun	$754,870.50	$51,800.00	$0.00	$413,141.20	$23,408.00	$0.00	$1,243,220.70	$6,325.00	$510,931.35	$0.00	$0.00	$36,180.00	$6,152,345.00	$3,667,410.25	$10,373,191.57	$11,616,412.27
Day 51	09-Jun	$851,063.50	$310,800.00	$0.00	$368,255.70	$23,408.00	$0.00	$1,553,518.20	$12,050.09	$788,148.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.86	$2,863,466.06
Day 52	10-Jun	$776,202.10	$155,400.00	$0.00	$502,595.00	$37,008.00	$0.00	$1,473,206.10	$392,180.50	$95,383.00	$0.00	$0.00	$946,184.00	$8,771,378.00	$2,087,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,201.20	$155,400.00	$0.00	$535,890.30	$20,983.00	$0.00	$1,454,294.50	$8,040.51	$118,382.00	$0.00	$0.00	$0.00	$8,036,028.00	$0.00	$8,162,450.51	$9,616,745.01
Day 54	12-Jun	$566,997.40	$155,400.00	$0.00	$387,669.10	$65,421.00	$0.00	$1,174,487.50	$3,921.30	$451,064.46	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.76	$2,429,473.26
Day 55	13-Jun	$716,374.00	$84,750.00	$0.00	$436,879.50	$36,749.00	$0.00	$1,274,752.50	$3,327.66	$221,102.47	$0.00	$0.00	$0.00	$667,920.50	$0.00	$892,349.96	$2,167,102.46
Day 56	14-Jun	$775,806.50	$155,400.00	$0.00	$336,996.30	$59,130.00	$0.00	$1,329,352.80	$19,780.88	$506,674.72	$0.00	$0.00	$0.00	$1,690,500.00	$895,676.00	$3,112,012.40	$4,441,365.20
Day 57	15-Jun	$780,861.50	$387,000.00	$0.00	$323,747.20	$46,506.00	$0.00	$1,538,183.70	$121,667.71	$193,052.00	$0.00	$0.00	$0.00	$10,611,250.00	$0.00	$11,325,969.71	$12,864,153.41
Day 58	16-Jun	$675,182.60	$0.00	$0.00	$409,410.80	$47,806.00	$0.00	$1,332,399.30	$13,764.02	$261,304.30	$0.00	$0.00	$0.00	$0.00	$35,061.00	$310,129.32	$1,642,528.62
Day 59	17-Jun	$692,791.75	$821,154.00	$0.00	$326,601.80	$64,791.00	$0.00	$2,105,338.55	$12,910.86	$278,999.14	$0.00	$0.00	$0.00	$0.00	$336,517.00	$628,090.70	$2,733,429.25
Day 60	18-Jun	$844,472.50	$922,824.00	$0.00	$419,436.00	$75,089.00	$0.00	$2,261,823.50	$48,328.86	$527,620.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,049.03	$3,237,872.53
Day 61	19-Jun	$661,886.50	$1,231,767.00	$0.00	$338,981.40	$77,586.00	$0.00	$2,324,872.50	$10,686.00	$110,226.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,445,785.40
Day 62	20-Jun	$583,288.00	$831,840.00	$0.00	$513,003.20	$76,715.00	$0.00	$2,004,837.20	$125.86	$351,100.00	$4,468,203.32	$0.00	$684,950.00	$0.00	$165,143.50	$5,609,522.68	$7,514,139.88
Day 63	21-Jun	$643,367.80	$876,140.00	$0.00	$490,548.90	$77,528.00	$0.00	$2,087,608.50	$17,779.77	$788,971.06	$0.00	$0.00	$0.00	$0.00	$0.00	$816,748.82	$2,904,355.32
Day 64	22-Jun	$767,987.75	$20,347.00	$0.00	$781,000.91	$35,888.00	$0.00	$1,593,203.28	$10,987.66	$803,562.00	$0.00	$0.00	$22,065.00	$0.00	$0.00	$836,634.66	$2,229,838.13
Day 65	23-Jun	$711,836.50	$584,631.00	$0.00	$813,285.36	$59,842.00	$0.00	$2,169,597.86	$34,681.05	$1,070,056.86	$0.00	$0.00	$0.00	$0.00	$8,664,757.87	$9,802,675.72	$11,971,973.62
Day 66	24-Jun	$792,351.30	$0.00	$0.00	$731,435.70	$60,913.00	$0.00	$1,583,736.00	$26,578.25	$488,988.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,759.68	$2,448,495.68
Day 67	25-Jun	$739,336.50	$584,650.00	$0.00	$760,349.90	$20,685.00	$0.00	$2,102,861.40	$50,182.53	$609,600.15	$0.00	$0.00	$0.00	$0.00	$0.00	$659,782.48	$2,762,643.88
Day 68	26-Jun	$721,531.50	$1,122,800.00	$0.00	$614,143.00	$41,931.00	$0.00	$2,500,310.50	$3,063.75	$483,063.29	$0.00	$0.00	$0.00	$0.00	$0.00	$486,127.04	$2,986,437.54
Day 69	27-Jun	$687,701.90	$1,170,587.00	$0.00	$659,062.80	$33,259.00	$0.00	$2,550,610.70	$54,887.33	$211,980.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,542,121.73	$13,122,732.43
Day 70	28-Jun	$688,130.70	$1,416,802.00	$0.00	$608,780.80	$59,100.00	$0.00	$2,676,813.50	$9,393.50	$298,840.38	$0.00	$0.00	$0.00	$0.00	$1,376,184.00	$1,684,227.88	$4,360,141.18
Day 71	29-Jun	$738,988.50	$1,189,740.00	$0.00	$420,913.10	$37,785.00	$0.00	$2,387,414.60	$29,911.24	$1,082,270.80	$0.00	$0.00	$0.00	$17,664,543.95	$0.00	$18,986,125.99	$21,373,540.59
Day 72	30-Jun	$878,820.50	$1,018,822.00	$0.00	$443,071.90	$37,785.00	$0.00	$2,175,988.40	$7,988.39	$426,600.00	$0.00	$0.00	$0.00	$0.00	$110,312.00	$544,900.39	$2,720,888.79
Day 73	01-Jul	$883,129.50	$1,042,448.00	$42,850.50	$882,037.80	$84,249.00	$0.00	$2,534,710.80	$13,938.78	$182,022.80	$0.00	$0.00	$0.00	$0.00	$0.00	$195,960.58	$2,730,671.38
Day 74	02-Jul	$788,291.70	$898,609.00	$53,381.00	$788,826.30	$84,249.00	$0.00	$2,576,110.00	$7,737.11	$405,620.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,357.41	$3,989,467.41
Day 75	03-Jul	$738,397.60	$380,312.00	$100,254.00	$869,742.40	$62,352.00	$10.77	$1,861,068.77	$3,030.00	$605,446.30	$0.00	$0.00	$0.00	$0.00	$0.00	$608,476.30	$2,469,545.07
Day 76	04-Jul	$734,696.30	$696,472.00	$125,840.80	$662,868.20	$84,249.00	$32.31	$2,183,757.71	$2,578.86	$248,925.50	$0.00	$0.00	$8,800.00	$0.00	$0.00	$258,304.19	$2,442,061.90
Day 77	05-Jul	$763,383.80	$1,183,228.00	$86,105.25	$806,299.20	$64,249.00	$10.77	$2,403,276.02	$30,158.22	$441,432.66	$8,976,643.82	$172,787.84	$0.00	$0.00	$1,383,840.00	$8,868,080.76	$11,054,336.78
Day 78	06-Jul	$778,509.25	$851,072.00	$17,787.00	$463,951.40	$23,232.00	$0.00	$1,822,546.87	$3,844.81	$1,809,287.56	$0.00	$0.00	$0.00	$0.00	$18,740,957.00	$20,553,286.19	$22,158,817.84
Day 79	07-Jul	$866,983.40	$458,912.00	$12,824.70	$473,864.30	$64,240.00	$0.00	$1,974,837.40	$14,437.41	$620,244.00	$0.00	$197,570.00	$0.00	$0.00	$65,388.36	$897,860.00	$2,872,327.40

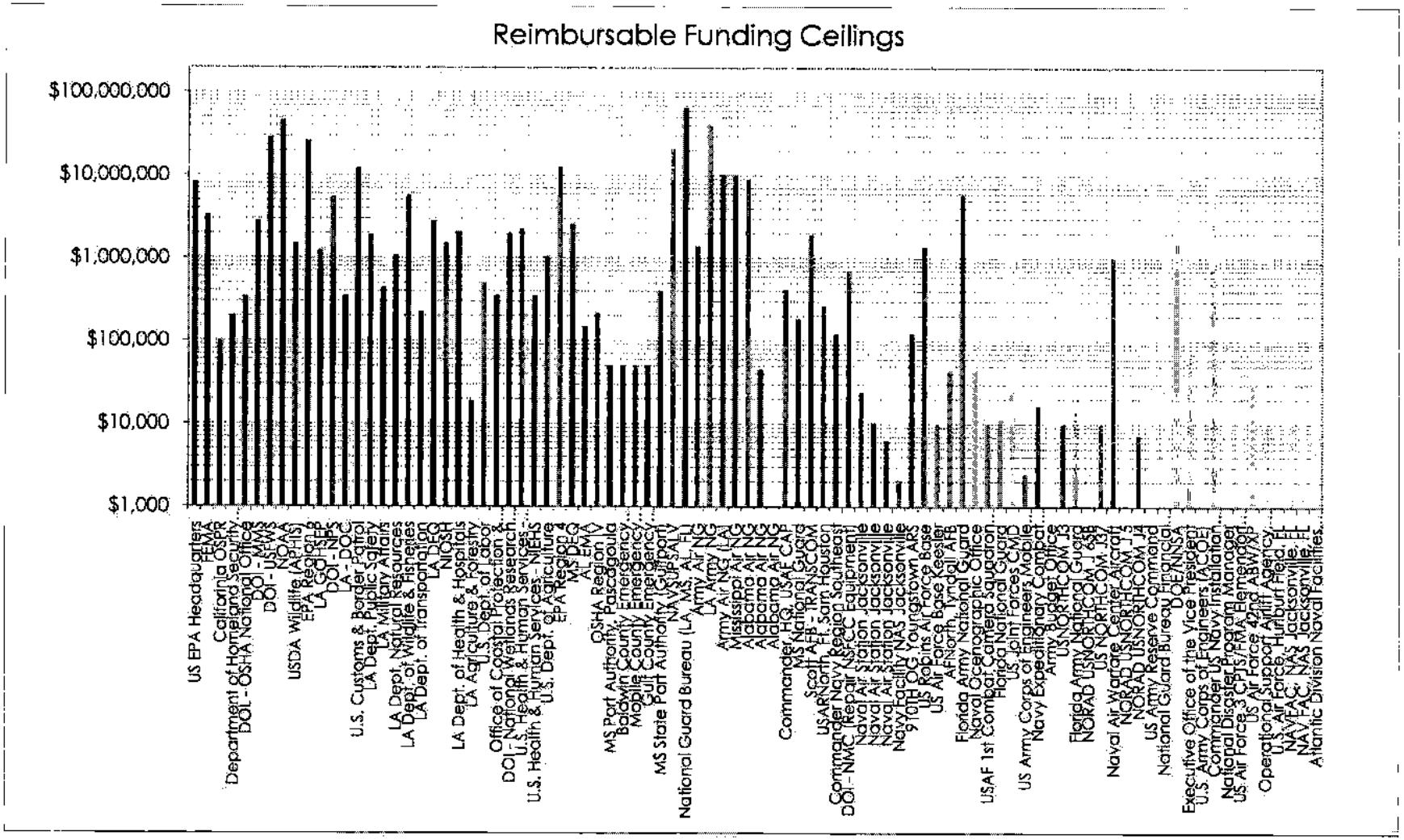
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 15, 2010

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 80	08-Jul	$876,316.30	$468,912.00	$37,999.50	$321,242.20	$64,249.00	$0.00	$1,768,718.90	$9,870.35	$1,034,746.10	$0.00	$234,542.20	$0.00	$0.00	$0.00	$1,270,180.65	$3,035,879.55
Day 81	09-Jul	$950,780.75	$774,432.00	$82,573.25	$725,337.00	$23,230.00	$201.68	$2,588,558.68	$8,158.79	$342,000.00	$0.00	$29,406.66	$0.00	$0.00	$0.00	$379,588.78	$2,948,103.46
Day 82	10-Jul	$804,877.50	$774,432.00	$98,292.35	$824,374.20	$75,121.00	$0.00	$2,276,157.00	$3,383.84	$483,410.10	$0.00	$215,507.33	$0.00	$0.00	-$23,600.00	$878,711.37	$2,954,848.52
Day 83	11-Jul	$878,943.70	$1,318,007.00	$112,381.50	$816,433.10	$76,051.00	$253.97	$3,324,098.91	$1,526.81	$833,300.50	$0.00	$378,862.67	$2,008,560.50	$179,850.00	$5,584,276.00	$9,485,984.28	$12,880,084.25
Day 84	12-Jul	$1,105,838.26	$1,582,828.00	$118,211.28	$573,984.00	$72,880.00	$0.00	$3,429,321.54	$471,123.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,023,486.65	$1,727,442.00	$104,396.50	$674,181.00	$69,298.00	$0.00	$3,599,883.16	$3,804.00	$898,124.20	$0.00	$101,761.98	$0.00	$100,000.00	$0.00	$1,101,490.18	$4,700,143.35
Day 86	14-Jul	$1,112,148.70	$1,452,088.00	$109,832.80	$610,253.98	$71,289.00	$0.00	$3,255,450.10	$10,248.10	$849,488.40	$0.00	$268,912.05	$0.00	$5,730,190.00	$14,758.00	$6,580,583.62	$9,858,023.85
Day 87	15-Jul	$1,084,580.45	$1,410,880.00	$74,482.85	$498,408.60	$69,127.00	$188.66	$3,387,427.71	$12,807.07	$405,879.50	$0.00	$0.00	$380,515.34	$0.00	$0.00	$808,387.41	$3,695,329.17
Day 88	16-Jul	$1,123,573.40	$1,417,587.00	$77,469.00	$271,462.00	$84,590.00	$0.00	$2,904,701.40	$7,793.58	$906,868.50	$0.00	$530,887.17	$0.00	$500,000.00	$0.00	$1,745,236.35	$4,850,627.88
Day 89	17-Jul	$986,343.12	$1,860,924.00	$82,871.25	$487,153.00	$87,285.00	$0.00	[illegible]	$2,231.45	$830,800.00	$0.00	$84,934.86	$0.00	$16,081,048.00	$0.00	$18,988,385.41	$19,271,941.78
Day 90	18-Jul	$971,189.35	$1,633,788.00	$122,549.45	$249,195.50	$71,839.00	$0.00	$3,048,618.30	$8,280.29	$236,913.18	$0.00	$86,813.96	$0.00	$850,000.00	$0.00	$348,017.38	$3,387,456.80
Day 91	19-Jul	$1,197,443.85	$1,704,348.00	$107,207.10	$381,011.00	$87,230.00	$0.00	$3,467,240.00	$1,618.85	$321,360.00	$0.00	$254,457.58	$0.00	$0.00	$1,488,113.51	$2,073,884.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.50	$1,233,789.00	$109,808.25	$345,879.70	$54,791.00	$407.51	$2,983,888.96	$29,287.12	$285,588.00	$0.00	$109,131.58	$29,000.00	$0.00	$3,533,350.48	$3,886,315.16	$6,870,004.11
Day 93	21-Jul	$1,088,029.00	$1,110,354.00	$53,189.30	$367,958.00	$80,897.00	$0.00	$2,658,235.20	$231,784.41	$189,500.00	$0.00	$139,495.84	$0.00	$0.00	$11,886.50	$582,427.75	$3,220,886.85
Day 94	22-Jul	$1,088,847.10	$890,642.00	$79,837.30	$367,416.50	$64,421.50	$149.61	$2,487,311.61	$983.31	$443,529.30	$0.00	$171,478.95	$0.00	$0.00	$12,578,500.00	$13,184,462.56	$15,691,776.07
Day 95	23-Jul	$824,711.60	$814,530.00	$0.00	$229,542.10	$23,232.00	$149.61	$1,988,185.31	$15,627.18	$379,000.30	$0.00	$117,972.17	$0.00	$0.00	$0.00	$412,980.38	$2,300,784.67
Day 96	24-Jul	$610,380.00	$867,828.00	$0.00	$35,514.80	$0.00	$0.00	$1,825,722.80	$8,539.78	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$148,539.28	$1,772,262.08
Day 97	25-Jul	$358,146.40	$913,824.00	$0.00	$208,908.50	$0.00	$0.00	$1,478,778.90	$0.00	$91,500.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,646.00	$1,601,422.90
Day 98	26-Jul	$1,108,435.89	$1,052,280.00	$16,170.00	$198,724.00	$84,421.00	$428.80	$2,458,437.29	$3,129.47	$225,694.00	$0.00	$0.00	$0.00	$0.00	$461,723.00	$880,546.47	$3,118,983.72
Day 99	27-Jul	$1,003,216.60	$1,082,280.00	$88,722.50	$273,887.50	$84,431.00	$183.37	$2,412,071.31	$319.96	$374,600.00	$0.00	$0.00	$0.00	$9,347,308.97	$90,046.98	$9,811,878.91	$12,224,146.08
Day 100	28-Jul	$1,084,285.80	$825,857.00	$55,024.40	$295,389.70	$74,177.00	$148.82	$2,465,980.72	$2,634.23	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.00	$820,031.23	$2,886,861.86
Day 101	29-Jul	$1,072,589.00	$772,260.00	$64,730.80	$162,282.90	$84,421.00	$319.88	$3,178,322.59	$8,195.59	$433,030.00	$0.00	$0.00	$0.00	$12,166,000.00	$0.00	$12,594,165.38	$14,770,777.89
Day 102	30-Jul	$848,887.70	$982,164.00	$77,777.70	$197,686.20	$84,421.00	$0.00	$2,240,538.80	$888.20	$347,500.00	$0.00	$0.00	$0.00	$9,072,176.00	$0.00	$9,320,344.20	$11,581,280.80
Day 103	31-Jul	$848,337.75	$1,196,995.00	$81,448.00	$104,100.00	$23,232.00	$168.07	$2,334,198.83	$438.00	$381,078.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,381,512.40	$4,685,708.72
Day 104	01-Aug	$799,776.00	$1,118,201.00	$158,314.00	$84,421.00	$0.00	$0.00	$2,138,614.00	$0.00	$1,694,343.00	$0.00	$0.00	$0.00	$0.00	$31,792,754.80	$33,486,897.80	$35,625,811.80
Day 105	02-Aug	$970,087.15	$977,980.00	$114,127.88	$130,458.90	$41,190.00	$10.77	$2,233,806.18	$5,734.08	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,734.08	$2,511,543.77
Day 106	03-Aug	$928,879.00	$822,398.00	$68,995.00	$169,132.00	$80,068.00	$0.00	$1,573,413.00	$5,283.49	$477,800.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,883.00	$2,356,298.08
Day 107	04-Aug	$884,774.70	$41,094.00	$88,839.00	$122,065.80	$38,880.00	$312.38	$1,288,081.58	$30,232.08	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,218,758.83	$17,822,090.58	$19,109,082.57
Day 108	05-Aug	$1,012,874.20	$319,869.00	$95,587.24	$309,566.50	$78,817.00	$110.73	$1,310,534.87	$1,532.72	$302,500.00	$0.00	$0.00	$0.00	$4,113,093.78	$8,491,120.84	$12,908,247.08	$14,823,781.72
Day 109	06-Aug	$934,330.10	$270,819.00	$169,336.00	$187,082.80	$80,088.00	$0.00	$1,580,644.70	$635.98	$349,400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$349,035.98	$1,907,880.68
Day 110	07-Aug	$746,111.98	$135,788.00	$93,511.11	$38,434.50	$78,817.00	$196.08	$1,090,853.68	$498.00	$231,500.00	$0.00	$0.00	$0.00	$2,725,180.23	$0.00	$2,957,118.23	$4,047,969.91
Day 111	08-Aug	$852,162.50	$214,218.00	$11,319.00	$178,382.00	$78,817.00	$97.82	$1,182,974.33	$800.98	$3,802,800.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,803,300.98	$4,986,178.26
Day 112	09-Aug	$820,127.75	$0.00	$88,368.10	$45,362.00	$88,817.00	$128.57	$888,832.42	$2,800.00	$775,000.00	$0.00	$0.00	$0.00	$1,617,874.00	$0.00	$2,895,474.00	$3,584,300.42
Day 113	10-Aug	$890,470.25	$513,040.00	$44,871.75	$83,027.10	$74,057.00	$81.24	$1,605,077.24	$5,308.48	$822,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$827,808.49	$2,232,885.83
Day 114	11-Aug	$818,888.50	$170,318.00	$95,463.00	$63,088.10	$33,000.00	$152.42	$849,803.02	$1,283.73	$1,292,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,293,763.73	$2,234,886.76
Day 115	12-Aug	$818,338.70	$180,937.00	$0.00	$47,944.80	$0.00	$132.42	$757,345.72	$3,544.93	$458,500.00	$0.00	$0.00	$0.00	$0.00	$7,884,443.10	$8,324,298.09	$9,081,633.78
Day 116	13-Aug	$718,489.00	$188,088.00	$0.00	$87,709.80	$26,880.00	$47.23	$1,091,211.73	$436.00	$203,500.00	$0.00	$0.00	$1,468,526.00	$0.00	$0.00	$2,072,461.90	$3,163,672.79
Day 117	14-Aug	$244,721.25	$285,387.00	$0.00	$99,598.50	$38,880.00	$258.71	$1,138,752.46	$3,803.21	$267,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$500,803.21	$1,438,993.67
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
[illegible]	TOTAL	$70,299,758.18	$61,118,787.50	$3,148,793.28	$33,782,976.90	$4,018,188.00	$4,173.70	$172,251,981.52	$2,832,052.18	$82,513,732.84	$18,087,710.44	$3,029,010.23	$13,204,070.34	$179,903,606.33	$191,419,931.62	$457,966,119.86	$829,916,777.66

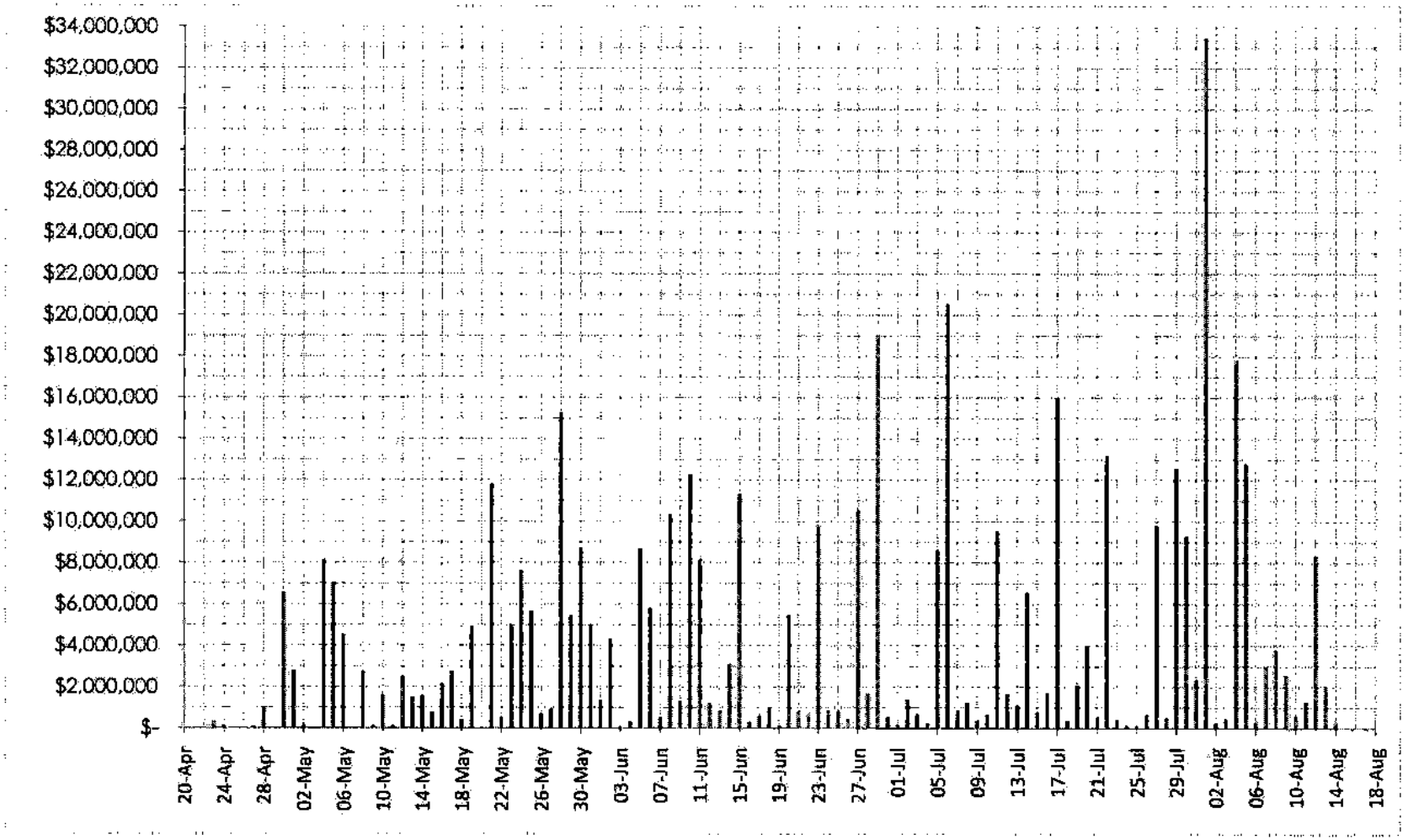
Agency	Ceiling	Document Control Number (DCN)	Notional Spending to Date	Days	Notional Daily Burn Rate	Current Notional Balance	Billings to CG	Paid by CG	Is the balance greater than 25% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8,360,287.1?	34-10-29-0-V-YY-0??	$6,409,530.48	50	$82,931.75	$1,950,726.66	$5,772,562.64	$5,772,562.64	Yes	April 30 to July 1st 2010
FEMA	$3,373,233.??	34-10-29-0-V-YY-0??	$2,187,866.40	80	$56,222.22	$1,180,666.55			Yes	June 1 to July 25. Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	34-10-29-0-V-YY-012	$53,333.33	30	$3,333.33	$46,666.67			Yes	OSPR to provide aircraft use for 55-days 16 July to 15 August
Department of Homeland Security (DHS)	$300,000.00	34-10-29-0-V-YY-01?	$126,666.67	120	$1,666.67	$173,333.33	$156,177.00	$156,177.00	Yes	9 July to 11 November 2010. FAA aircraft to transport and support the NIC
DOL – OSHA National Office	$543,399.??	34-10-29-0-V-YY-0??	$543,399.33	111	$17,446.64	$0.00	$398,177.00	$156,177.00	[redacted]	Analysis of Worker Safety for NCP. April 22 - May 31
DOI - MMS	$2,330,000.00	34-10-29-0-V-YY-001	$3,182,666.67	80	$31,444.44	$850,333.33			Yes	April 22 thru May 22, amendment for FWS extended permit until July 15
DOI - USFWS	$38,543,158.00	34-10-29-0-V-YY-002	$25,587,036.09	87	$420,574.00	$12,956,121.91			[redacted]	May 1 - August 7th
NOAA	$45,446,330.30	34-10-29-0-V-YY-003	$26,706,364.75	128	$387,577.78	$18,740,866.35			Yes	April 24 - September 9th. Two components of PPFA - personnel costs and Seafood Surveillance
USDA Wildlife (APHIS)	$1,534,487.00	34-10-29-0-V-YY-004	$741,668.72	120	$12,187.39	$792,818.78	$79,067.85	$79,067.65	Yes	May 1 - September 2
EPA Region 6	$24,072,129.10	34-10-29-0-V-YY-005	$15,118,591.34	80	$299,800.52	$8,952,507.70	$19,093,581.27	$19,093,551.27	Yes	April 23 - July 31, 2010
LA GOHSEP	$1,290,000.00	34-10-29-0-V-YY-006	$1,187,500.00	80	$30,833.33	$102,500.00	$588,566.01	$588,668.51	[redacted]	May 4 - June 29
DOI - NPS	$5,550,000.00	34-10-29-0-V-YY-007	$3,948,666.67	90	$81,666.67	$1,601,333.33			Yes	April 30 - July 31
LA - DOC	$349,290.00	34-10-29-0-V-YY-008	$320,182.50	60	$5,821.50	$29,107.50	$29,568.51	$29,568.51	[redacted]	May 1 - June 10
U.S. Customs & Border Patrol	$12,160,966.97	34-10-29-0-V-YY-009	$7,431,648.48	90	$135,120.90	$4,729,318.49			Yes	May 5 - July 5. Amendment increases aircraft flights for a cost until 31 August
LA Dept. Public Safety	$1,909,000.00	34-10-29-0-V-YY-010	$874,858.33	120	$15,958.33	$1,034,041.67	$1,239,844.04	$1,239,844.04	Yes	April 28 - August 10
LA Military Affairs	$437,754.00	34-10-29-0-V-YY-011	$315,839.43	75	$5,541.57	$121,914.57	$329,716.55	$329,716.56	Yes	May 12 - August 19
LA Dept. Natural Resources	$1,076,396.70	34-10-29-0-V-YY-012	$481,846.48	90	$11,346.22	$594,551.22	$551,878.95	$551,878.95	Yes	May 9 - August 18
LA Dept. of Wildlife & Fisheries	$5,769,078.00	34-10-29-0-V-YY-013	$5,769,078.00	54	$106,834.78	$0.00	$5,082,175.10	$5,082,175.10	[redacted]	April 20 - July 13
LA Dept. of Transportation	$221,444.00	34-10-29-0-V-YY-014	$133,133.80	50	$2,466.42	$88,754.20	$96,004.59	$96,004.59	Yes	May 10 - August 20
LA DEQ	$2,837,764.00	34-10-29-0-V-YY-015	$1,276,760.20	120	$23,643.80	$1,560,400.80	$754,265.18	$754,265.18	Yes	May 16 - August 18
MDEQ	$1,523,590.00	34-10-29-0-V-YY-016	$1,219,472.00	60	$29,343.37	$304,118.00			Yes	May 7 - July 31, 2010
LA Dept. of Health & Hospitals	$2,077,281.00	34-10-29-0-V-YY-017	$1,154,045.00	90	$20,089.80	$923,236.00	$601,187.16	$601,187.16	Yes	May 14 - July 20
LA Agriculture & Forestry	$18,888.25	34-10-29-0-V-YY-018	$14,795.85	60	$314.80	$4,092.40	$36,540.36	$12,403.81	Yes	May 14 - June 14. Amendment extended 30 days with cost
U.S. Dept. of Labor	$500,818.12	34-10-29-0-V-YY-019	$500,818.00	45	$11,129.29	[redacted]			[redacted]	May 14 to June 30
Office of Coastal Protection & Restoration	$353,800.00	34-10-29-0-V-YY-020	$353,800.00	46	$7,691.30	[redacted]	$336,856.13	$336,856.13	[redacted]	April 28 to May 31
DOI - National Wetlands Research Center	$1,980,000.00	34-10-29-0-V-YY-021	$1,551,000.00	80	$33,000.00	$429,000.00			Yes	June 5 – Aug 15
U.S. Health & Human Services - Response	$2,275,000.00	34-10-29-0-V-YY-022	$1,426,666.67	76	$30,333.33	$848,333.33			Yes	1 June - 31 August
U.S. Health & Human Services - NIEHS	$352,000.00	34-10-29-0-V-YY-024	$176,000.00	66	$8,385.71	$176,000.00			Yes	5 June - 31 July
U.S. Dept. of Agriculture	$1,097,650.80	34-10-29-0-V-YY-027	$491,854.29	104	$10,285.87	$605,696.51	$88,666.37	$88,666.37	Yes	May 17 - August 31, 2010
EPA Region 4	$12,830,180.00	34-10-29-0-V-YY-028	$11,538,171.00	80	$212,461.35	$1,292,019.00	$10,290,301.54	$10,290,301.54	[redacted]	April 30 - July 31
MS DEQ	$2,630,000.00	34-10-29-0-V-YY-030	$1,724,111.11	80	$29,222.22	$905,888.89	$448,396.82	$448,396.82	Yes	April 30 - July 31st
AL EMA	$150,000.00	34-10-29-0-V-YY-033	$147,500.00	60	$2,500.00	$2,500.00	$87,344.44	$87,344.44	[redacted]	April 30 - June 30
OSHA Region IV	$220,000.00	34-10-29-0-V-YY-034	$212,666.67	30	$7,333.33	$7,333.33			Yes	June 5 – July 5
MS Port Authority, Pascagoula	$50,000.00	34-10-29-0-V-YY-035	$31,666.67	30	$1,666.67	$18,333.33			Yes	July 12 - August 13 - to assist the FOSCR at ICP Mobile by providing port space at Pascagoula
Baldwin County Emergency Management, AL	$50,000.00	34-10-29-0-V-YY-036	$31,666.67	30	$1,666.67	$18,333.33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile
Mobile County Emergency Management, AL	$50,000.00	34-10-29-0-V-YY-037	$31,666.67	15	$1,666.67	$18,333.33	$20,364.00	$20,364.00	Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile
Gulf County Emergency Management, FL	$50,000.00	34-10-29-0-V-YY-038	$20,000.00	30	$1,666.67	$30,000.00	$20,364.00	$20,364.00	Yes	August 1 to August 31. Provide County support to ICP Mobile and staging areas for response operations
MS State Port Authority (Gulfport)	$400,000.00	34-10-29-0-V-YY-039	$320,000.00	60	$6,666.67	$80,000.00	$346,130.47	$346,130.47	Yes	May 12 - June 30. Amendment carries them through the end of June
NAVSUPSALV	$21,472,835.40	29-10-84-0-V-YY-073	$8,583,134.16	100	$142,752.24	$12,647,701.24			Yes	April 27 to September 21 from MOD 5
National Guard Bureau (LA, MS, AL, FL)	$65,640,066.65	29-10-84-0-V-YY-076	$20,489,427.33	175	$378,280.??	$45,151,658.42			Yes	May 1 to September 20 from MOD 13. See exploded view and details in MIPR.
Army Air NG	$1,402,920.00	29-10-84-0-V-YY-078	$643,005.00	120	$11,891.??	$759,915.00			Yes	May 1 to September 28
LA Army NG	$35,906,872.??	29-10-84-0-V-YY-080	$14,833,277.40	152	$208,285.46	$25,075,650.61			Yes	May 1 to September 30 via MOD #8
Army Air NG (LA)	$10,294,024.11	29-10-84-0-V-YY-081	$4,790,177.72	120	$90,358.87	$5,843,846.39			Yes	May 1 to 30 September 2010. Various components and periods of performance
Mississippi Air NG	$10,046,292.35	29-10-84-0-V-YY-082	$6,156,178.??	90	$111,973.29	$3,908,113.80			Yes	May 8 to August 1. Various components of NG at various dates
Alabama Air NG	$9,024,136.00	29-10-84-0-V-YY-083	$3,985,646.58	120	$79,200.??	$5,038,496.??			Yes	May 8 - September 5
Alabama Air NG	$45,500.00	29-10-84-0-V-YY-084	$35,641.67	60	$758.33	$9,858.33			Yes	May 5 - Aug 6
Alabama Air NG	$0.00	29-10-84-0-V-YY-085	$0.00	30	$0.00	$0.00			[redacted]	MIPR closed out with no use of funding on 7/8/2010
Commander HQ, USAF CAP	$425,955.00	29-10-84-0-V-YY-087	$175,547.??	130	$3,325.??	$249,407.2?			Yes	May 7 and 250 hours of flight time completed at end 1 October 2010
MS National Guard	$164,500.00	29-10-84-0-V-YY-088	$158,400.00	45	$4,105.??	$15,400.00			[redacted]	May 8 - June 8
Scott AFB - TRANSCOM	$1,894,772.46	29-10-84-0-V-YY-089	$1,294,787.14	60	$31,573.54	$600,011.28			Yes	No period of performance stated on MIPR; coordination with TRANSCOM
USA North Ft. Sam Houston	$257,416.50	29-10-84-0-V-YY-090	$223,817.31	61	$4,383.??	$49,638.80			[redacted]	May 7 - July 31
Commander Navy Region Southeast	$122,000.00	29-10-84-0-V-YY-091	$54,000.00	120	$1,018.0?	$57,100.00			Yes	April 28 - August 31

FEMA 1702DR-Mississippi Canyon Block 252 Daily Financial Summary
August 13, 2010

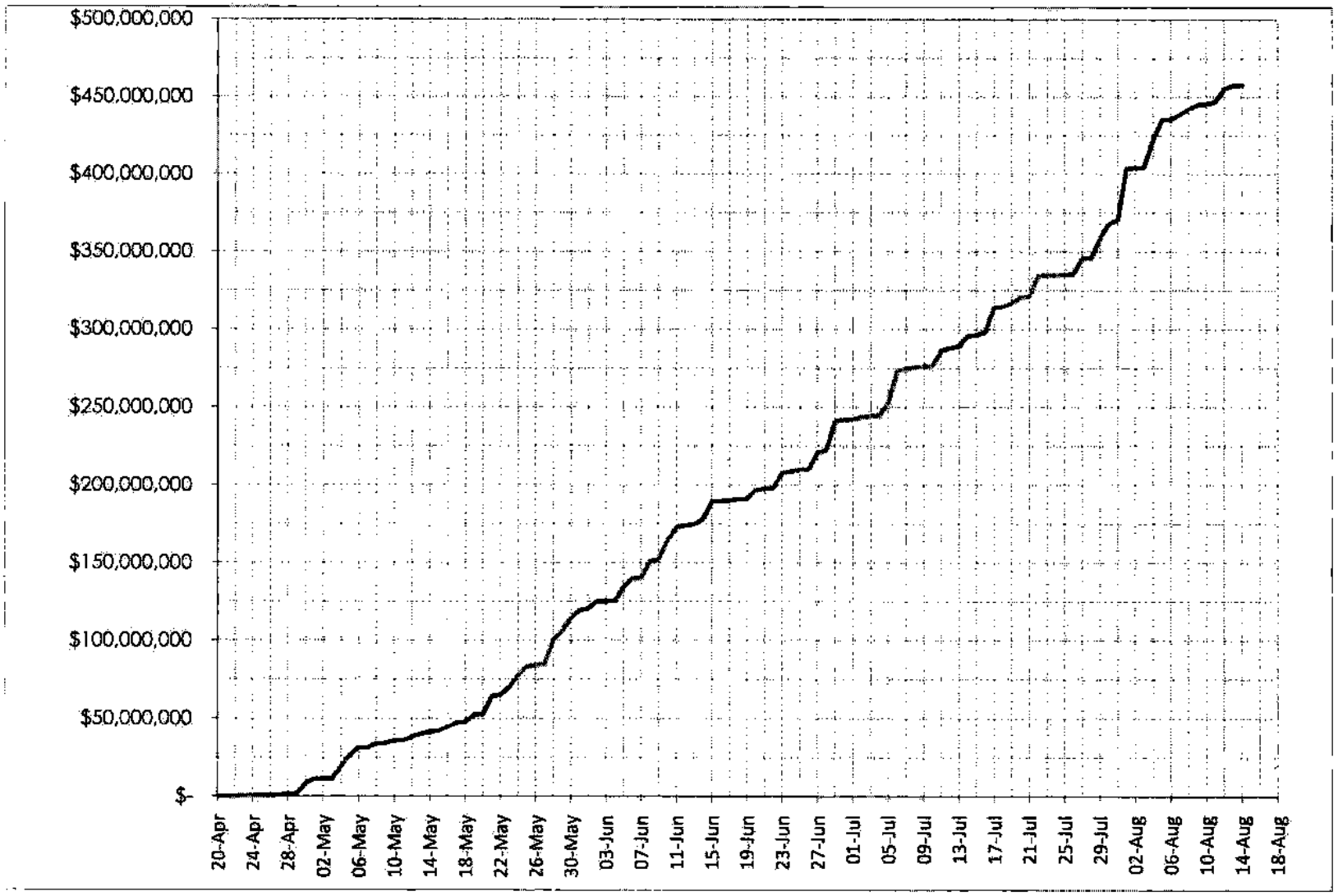
Agency	Tasking	Document Control Number (DCN)	National Spending $$ Date	# Days	National Daily Burn Rate	Current National Subtotal	Billings to DHS	Paid by DHS	Is the Reference number from DHPA of the tasking?	Valid Period of Performance
DOI - NPS (Repair NPS Equipment)	$0.00 411.00	25-10-84-5-W-V-250	$303,703.21	170	$0,820.00	$394,707.79			Yes	May 27 - Feb 28, 2011 Maintenance contract for NPS equipment.
Naval Air Station Jacksonville	$24,362.82	25-10-84-5-W-V-084	$11,071.53	90	$270.63	$13,231.56			Yes	May 20 - September 30
Naval Air Station Jacksonville	$10,454.40	25-10-84-5-W-V-083	$4,291.48	82	$115.75	$6,162.92			Yes	May 20 - October 2
Naval Air Station Jacksonville	$6,400.25	25-10-84-5-W-V-086	$6,400.25	92	$214.34	[redacted]			[redacted]	May 20 - July 20.
Navy Facility NAS Jacksonville	$2,153.44	25-10-84-5-W-V-087	$1,315.82	92	$35.55	$837.67			Yes	May 20 - July 20
[redacted] Washington ARS	$125,000.00	25-10-84-5-W-V-088	$125,000.00	46	$2,777.78	[redacted]			[redacted]	May 1 to June 11
US Marine Air Force Base	$1,400,000.00	25-10-84-5-W-V-089	$1,000,000.00	41	$31,111.11	[redacted]			[redacted]	May 1 to June 11
US Air Force Base Hawaii	$10,000.00	25-10-84-5-W-V-305	$10,000.00	45	$222.22	[redacted]			[redacted]	Funding for Handling support for C130 aircraft - 25 May to 9 July
Atlantic Tyndall AFB	$43,980.99	25-10-84-5-W-V-101	$32,207.88	61	$534.74	$11,272.62			Yes	May 1 to July 21
Florida Army National Guard	$5,491,826.00	25-10-84-5-W-V-102	$1,910,534.50	120	$49,086.50	$3,575,175.50			Yes	May 25 to September 7.
Kansas Clearing Agent Office	$43,500.00	25-10-84-5-W-V-103	$43,500.00	8	$10,875.00	[redacted]			[redacted]	May 9 to Completion of 4 days activities
USAF 1st Combat Camera Squadron / ARPAA	$10,031.29	25-10-84-5-W-V-104	$10,031.29	21	$477.68	[redacted]			[redacted]	20 Days from May 1, 2010.
Florida National Guard	$11,480.00	25-10-84-5-W-V-106	$9,966.00	30	$199.00	$1,520.00			[redacted]	June 9 - July 9
US Joint Forces CMD	$42,247.60	25-10-84-5-W-V-178	$21,537.99	64	$336.38	$20,709.61			Yes	1 May - 16 July
US Army Corps of Engineers Mobile District	$2,500.00	25-10-84-5-W-V-120	$2,500.00	45	$55.56	[redacted]			[redacted]	1 May - 21 May
Navy Expeditionary Combat Command	$18,823.50	25-10-84-5-W-V-121	$18,823.50	24	$801.12	[redacted]			[redacted]	1 May - 21 May
Army Budget Office	$34,739.53	25-10-84-5-W-V-122	$24,399.99	10	$811.33	[redacted]			[redacted]	24 May to 24 July
USNORTHCOM J3	$8,765.58	25-10-84-5-W-V-123	$8,783.58	30	$126.45	[redacted]			[redacted]	4 NG PACs to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$24,287.00	25-10-84-5-W-V-126	$21,287.00	17	$666.03	[redacted]			[redacted]	8 NG PACs to support Deepwater. Period of performance 30 days - 24 May to 24 June
NORAD USNORTHCOM J 66B	$3,332.00	25-10-84-5-W-V-127	$3,332.00	14	$238.00	[redacted]			[redacted]	17 June to 25 June or 10 Days of activity
USNORTHCOM J3	$73,878.00	25-10-84-5-W-V-128	$66,782.00	37	$325.10	$725.10			[redacted]	17-30 June to 20 July (two components 13 days & 31 days - Hurricane Planners for JIAC)
Naval Air Warfare Center Aircraft	$700,914.40	25-10-84-5-W-V-129	$500,914.40	45	$24,844.53	[redacted]			[redacted]	28 June - 9 August, extension of time in no cost.
NORAD USNORTHCOM J3	$6,000.00	25-10-84-5-W-V-130	$6,000.00	31	$193.55	[redacted]			[redacted]	5 June to 6 July.
NORAD USNORTHCOM J3	$7,378.00	25-10-84-5-W-V-131	$7,378.00	21	$236.00	[redacted]			[redacted]	17 June to 18 July.
US Army Reserve Command	$79,000.00	25-10-84-5-W-V-132	$79,000.00	21	$3,761.90	[redacted]			[redacted]	Provide EPLOs to JIAC for 21 days beginning 1 May
National Guard Bureau Financial Mgmt	$1,197,480.00	25-10-84-5-W-V-135	$434,934.00	68	$16,854.00	$25,444.00			Yes	MS Air Guard - AirOpsSupport Three components - $507,840 (20 June - 20 July) $457,600 (25 June - 25 July) and $187,885 (21 May - 21 June) NGB #3 provide funding through 7 August.
DOE/NNSA	$6,387,400.00	25-10-84-5-W-V-134	$1,495,228.00	100	$63,874.00	$4,892,172.00			Yes	NSRC coordination with Deepwater for 100 days from 24 April to 3 August 2010.
Executive Office of the Vice President	$75,000.00	25-10-84-5-W-V-138	$75,000.00	3	$0.00	$0.00			[redacted]	Travel arrangements for VP for one day visit to Gulf Coast - period of performance 28 June 2010.
U.S. Army Corps of Engineers (ACOE)	$80,000.00	25-10-84-5-W-V-139	$50,666.67	30	$2,666.67	$29,333.33			Yes	Two Scientists to track oil in loop Current - for 30 days from 3 July to 3 August
Commander US Navy Installation Command	$12,678,900.00	25-10-84-5-W-V-137	$4,429,811.11	90	$139,251.11	$8,149,088.89			Yes	Provide 23 Mustang Vessels 4 Harbor Busters up to 36 tow vessels and support personnel from 20 June to 19 September.
Federal Disaster Program Manager	$80,048.95	25-10-84-5-W-V-135	$72,038.82	90	$1,000.52	$7,010.14			Yes	Provide support to MSG through 7 August
US Air Force 3 CPTS/CMA Eisenhower AFB	$11,696.50	25-10-84-5-W-V-139	$1,964.38	182	$64.38	$10,135.87			Yes	Provide aerial port of embarkation/debarkation for oil spill recovery services in support of Deepwater Operations beginning 11 May.
US Air Force 42nd ABW/XP	$30,000.00	25-10-84-5-W-V-164	$12,500.00	90	$500.00	$15,500.00			Yes	Prepare and provide a safe haven for naval vessels in excess of up to 800 DD personnel in support of Deepwater. 23 Jul - 13 Sep.
Operational Support Airlift Agency, Ft. Belvoir	$339,915.00	25-10-84-5-W-V-156	$274,125.00	31	$10,966.00	$65,790.00			[redacted]	Provide 150 flight hours for C-37 aircraft - 31 days (13 July thru 13 August)
U.S. Air Force Hurlburt Field, F...	$12,200.00	25-10-84-5-W-V-160	$5,693.33	30	$406.67	$6,506.67			Yes	Provide Data Link and Information Feed from USCG C-130 to UACNC through August 6th
NAVFAC, NAS Jacksonville, FL	$50,000.00	25-10-84-5-W-V-161	$1,429.11	70	$714.29	$48,571.43			Yes	Provide services and support to CG Cutters through September 30th at Pensacola, FL.
NAVFAC, NAS Jacksonville, FL	$29,067.20	25-10-84-5-W-V-162	$4,196.71	70	$415.67	$24,940.29			Yes	Provide services and support to CG Cutters through September 30th at Panama City, FL.
Admiral Owen - Naval Facilities, Norfolk, VA	$114,000.00	25-10-84-5-W-V-166	$13,400.00	70	$1,485.71	$33,600.00			Yes	Provide services and support to CG Cutters through September 30th at Pensacola, FL.
Total:	**$207,646,589.86**		**$201,984,385.78**		**$2,801,817.04**	**$105,189,877.36**	**$46,053,982.45**	**$40,045,140.84**		
Total FEMA:	**$175,693,888.53**									
Total MPRI:	**$131,456,981.42**									


Reimbursable Funding Ceilings
$100,000,000
$10,000,000
$1,000,000
$100,000
$10,000
$1,000
US EPA Headquarters
FEMA
California OSPR
Department of Homeland Security
DOL - OSHA National Office
DOI - USFWS
NOAA
USDA Wildlife (APHIS)
EPA Region 6
LA GOHSEP
DOI - NPS
LA - DOC
U.S. Customs & Border Patrol
LA Dept. Public Safety
LA Military Affairs
LA Dept. Natural Resources
LA Dept. of Wildlife & Fisheries
LA Dept. of Transportation
LA DEQ
NOSH
LA Dept. of Health & Hospitals
LA Agriculture & Forestry
U.S. Dept. of Labor
Office of Coastal Protection &
DOI - National Wetlands Research
U.S. Health & Human Services
U.S. Health & Human Services - NIEHS
U.S. Dept. of Agriculture
EPA Region 4
MS DEQ
AL EMA
OSHA Region IV
MS Port Authority, Pascagoula
Baldwin County Emergency
Mobile County Emergency
Gulf County Emergency
MS State Port Authority (Gulfport)
NAVSUPSALV
National Guard Bureau (LA, MS, AL, FL)
LA Army NG
LA Army Air NG (LA)
Army Air NG
Mississippi Air NG
Alabama Air NG
Alabama Air NG
Commander, HQ, USAF CAP
MS National Guard
Scott AFB - TRANSCOM
USARNORTH Ft. Sam Houston
Commander Navy Region Southeast
DOI - NMC Repair NPCC Equipment
Naval Air Station Jacksonville
Naval Air Station Jacksonville
Navy Facility NAS Jacksonville
910th OG Youngstown ARS
US Robins Air Force Base
US Air Force Base Keesler
AFNorth, Tyndall AFB
Florida Army National Guard
Naval Oceanographic Office
USAF 1st Combat Camera Squadron
Florida National Guard
US Joint Forces CMD
US Army Corps of Engineers Mobile
Navy Expeditionary Combat
Army Budget Office
USNORTHCOM J3
Florida Army National Guard
NORAD USNORTHCOM J38
US NORTHCOM J37
Naval Air Warfare Center Aircraft
NORAD USNORTHCOM J7
US NORTHCOM J4
US Army Reserve Command
National Guard Bureau Arlington
DOE/NNSA
Executive Office of the Vice President
U.S. Army Corps of Engineers (ACOE)
Commander US Navy Installation
National Disaster Program Manager
US Air Force 3 CPTS/FMA Remanded
US Air Force 42nd ABW/XP
Operations Support Airlift Agency
U.S. Air Force, Hurlburt Field, FL
NAVFAC, NAS Jacksonville, FL
NAVFAC, NAS Jacksonville, FL
Atlantic Division Naval Facilities

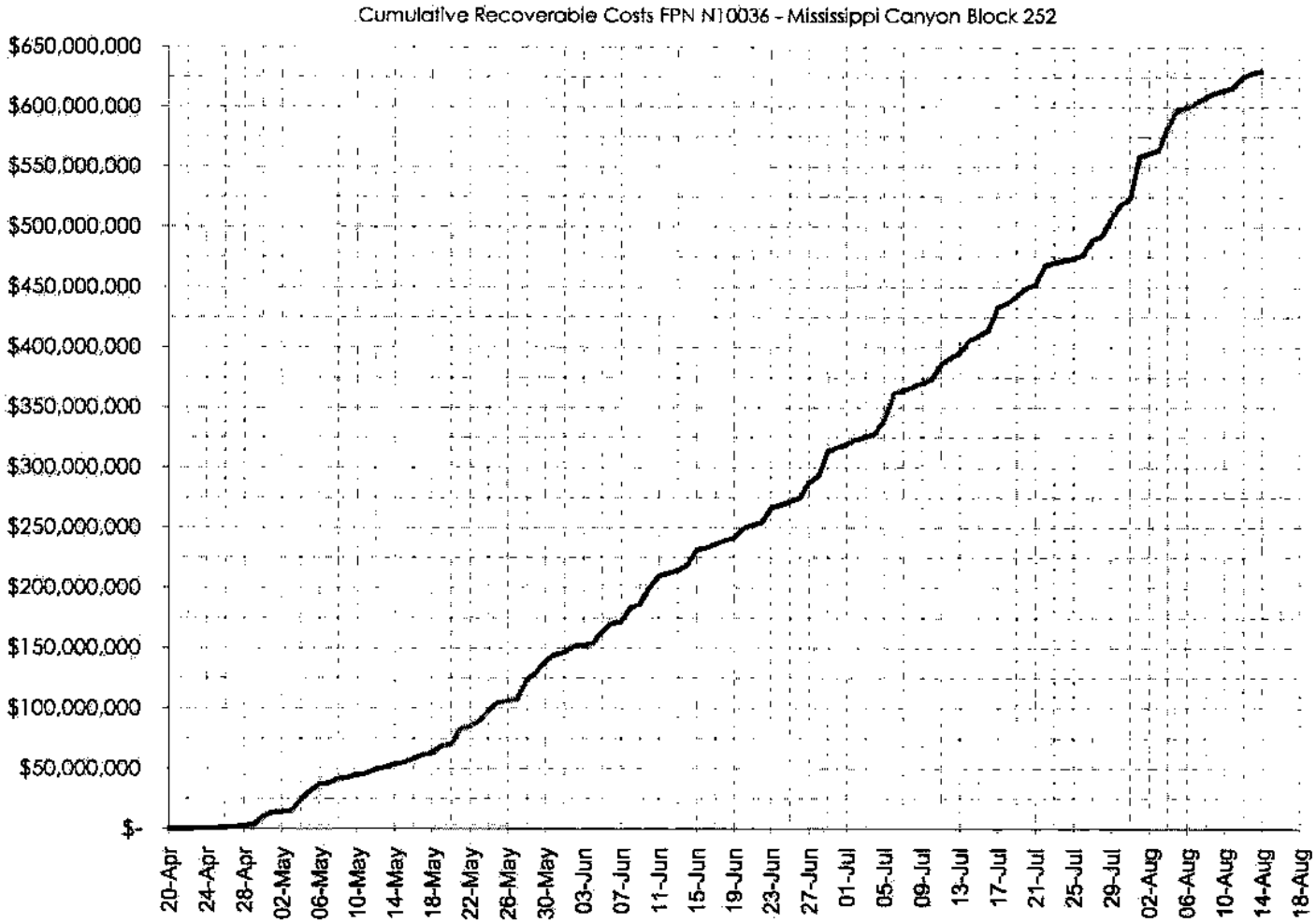
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 15, 2010



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 15, 2010



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 15, 2010



Executive Summary

Project Summary

Current Federal Project Ceiling:	$	359,500,000.00
Obligations to Date:	$	335,075,944.52
Federal Project Ceiling Remaining:	$	24,424,055.48

Outlays Per Core Accounting System	$	44,332,383.97

Initiation of Natural Resource Damage Assessment	$	4,682,704.00

Amount Remaining in The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	31,199,274.83

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	312,287,649.63
B	**Expenditures**	$	64,769,566.52
C	**Total Obligations** *(A + B)*	$	377,057,216.15

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 3)*	$	462,691,513.14
E	**Anticipated Recoveries**	$	5,785,061.57
F	**Total Obligations** *(C)*	$	377,057,216.15
G	**Remaining Balance** *((D-(E+F))*	$	79,849,235.42
H	**Funds Allocated to FOSC for Active Cases** *(note 1)*	$	48,649,960.59
I	**Available for future project response** *((G - H)(notes2, 3)*	$	31,199,274.83

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	222,008,591.54
K	**Reimbursement Received**	$	222,008,591.54
L	**Unpaid Reimbursement** *(J - K)*	$	-

Note 1: Unobligated amounts allocated to ongoing cases.

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $200 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 4/20/2010 **to** 7/25/2010

		FPN Ceiling:	**$359,500,000.00**
Coast Guard Recoverable Costs			
Total Coast Guard Personnel Costs		$52,748,364.37	
Total Coast Guard Boats/Cutters Costs		$51,544,814.20	
Total Coast Guard Aircraft Costs		$30,982,895.30	
Total Coast Guard Equipment Costs		$2,948,180.00	
Total Coast Guard Vehicles Costs		$1,404.59	
Total Coast Guard Recoverable Costs:		**$138,225,658.46**	
OSLTF-Funded Coast Guard Direct Costs			
Total Coast Guard Purchases		$2,756,607.03	
Total Coast Guard Travel Orders		$39,455,219.44	
Total Coast Guard Reserves - Doc Type 71 Obligations		$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations		$3,079,010.23	
Total for Contractors		$11,335,545.34	
Total OSLTF-Funded Coast Guard Direct Costs:		**$75,214,092.48**	**$75,214,092.48**
Other Removal Costs Funded From the OSLTF:			
Total PRFA Costs:		$134,702,174.43	
Total MIPR Costs:		$125,159,677.61	
Total Other Removal Costs Funded From the OSLTF:		**$259,861,852.04**	**$259,861,852.04**
Total Incident Costs To Date:		**$473,301,602.98**	
Total Costs Funded from the OSLTF:			**$335,075,944.52**
Ceiling Remaining (Not Obligated)			**$24,424,055.48**
	Percentage of Ceiling Remaining		**6.8%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$4,682,704.00

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010

Name: Mississippi Canyon Block 252 Oil Spill																
This Period		4/20/2010	Thru	7/25/2010				N10036		Daily Summary		Printed	7/26/2010			18:08
						Ceiling:		$359,500,000.00								
						Prev-Period:		$0.00								
						This-Period:		$38,640,846.34								
						Balance:		$320,859,153.66								
DAY	DATE	USCG Personnel	USCG Cutters & Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$98,052.00	$0.00	$0.00	$0.00	$0.00	$98,052.00	$35,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$439,260.00
Day 5	24-Apr	$106,144.00	$0.00	$0.00	$0.00	$0.00	$106,144.00	$3,518.00	$107,026.00	$0.00	$0.00	$0.00		$0.00	$110,544.00	$216,688.00
Day 6	25-Apr	$125,836.00	$0.00	$0.00	$0.00	$0.00	$125,836.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,936.00
Day 7	26-Apr	$130,628.00	$0.00	$178,865.70	$0.00	$0.00	$309,493.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,438.00	$0.00	$211,161.80	$0.00	$0.00	$358,599.80	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,184.80
Day 9	28-Apr	$123,428.00	$0.00	$151,121.30	$0.00	$0.00	$274,549.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,055.00	$1,311,604.30
Day 10	29-Apr	$163,587.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$0.00	$0.00		$0.00	$33,332.00	$282,394.30
Day 11	30-Apr	$161,318.00	$0.00	$85,608.40	$0.00	$0.00	$246,926.40	$0.00	$864,257.58	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,564,257.58	$6,811,183.98
Day 12	1-May	$205,560.00	$211,680.00	$211,199.50	$0.00	$0.00	$628,439.50	$0.00	$283,601.39	$0.00	$0.00	$0.00	$2,518,035.00	$0.00	$2,799,636.39	$3,428,075.89
Day 13	2-May	$184,591.00	$211,880.00	$163,650.80	$0.00	$0.00	$559,921.80	$0.00	$171,084.00	$0.00	$0.00	$0.00		$0.00	$171,084.00	$730,985.80
Day 14	3-May	$138,953.00	$211,680.00	$129,509.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	4-May	$105,669.00	$211,880.00	$159,156.00	$0.00	$0.00	$476,505.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,338.00
Day 16	5-May	$270,524.00	$279,568.00	$117,443.90	$782.00	$0.00	$668,317.90	$2,791.81	$177,372.58	$0.00	$0.00	$282,000.00	$6,250,000.00	$349,820.00	$7,071,984.39	$7,740,312.29
Day 17	6-May	$252,387.00	$646,628.00	$277,778.50	$2,352.00	$0.00	$1,179,143.50	$0.00	$21,783.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,783.00	$5,730,926.50
Day 18	7-May	$346,126.00	$463,109.00	$157,460.80	$2,352.00	$0.00	$969,048.00	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,033.15
Day 19	8-May	$332,842.00	$357,288.00	$235,573.50	$410.00	$0.00	$926,093.50	$3,600.00	$126,380.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,051.50
Day 20	9-May	$276,838.00	$385,220.00	$173,317.10	$1,626.00	$0.00	$847,101.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$262,268.00	$317,520.00	$149,102.80	$246.00	$0.00	$729,136.80	$28,316.05	$80,243.74	$0.00	$0.00	$0.00	$1,518,625.00	$0.00	$1,627,184.79	$2,356,350.39
Day 22	11-May	$307,028.00	$246,960.00	$146,406.00	$0.00	$0.00	$700,395.00	$45,686.52	$79,698.74	$0.00	$0.00	$0.00		$0.00	$125,385.26	$825,780.26
Day 23	12-May	$318,314.50	$211,680.00	$188,268.10	$245.00	$0.00	$727,906.60	$5,077.21	$85,308.46	$0.00	$0.00	$2,250,170.00	$200,000.00	$0.00	$2,540,555.67	$3,268,461.27
Day 24	13-May	$345,585.00	$211,680.00	$207,054.20	$0.00	$0.00	$764,299.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,299.20
Day 25	14-May	$338,628.00	$317,520.00	$150,287.40	$245.00	$0.00	$806,680.40	$957.36	$0.00	$0.00	$0.00	$0.00	$1,556,781.12	$5,000.00	$1,562,738.48	$2,369,418.88
Day 26	15-May	$337,120.00	$211,686.00	$133,404.60	$10,584.00	$0.00	$692,797.60	$15,418.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,337.30	$1,497,134.90
Day 27	16-May	$269,985.00	$284,025.00	$111,416.60	$0.00	$0.00	$665,426.60	$12,153.18	$2,000,960.34	$0.00	$0.00	$0.00		$152,780.00	$2,165,893.52	$2,831,320.12
Day 28	17-May	$375,713.00	$289,380.00	$136,283.60	$10,763.00	$0.00	$812,139.60	$8,787.75	$129,045.28	$0.00	$0.00	$0.00	$668,309.10	$1,968,492.00	$2,774,634.13	$3,586,753.73
Day 29	18-May	$280,840.00	$578,760.00	$119,855.00	$11,576.00	$0.00	$991,031.00	$4,084.56	$229,850.00	$0.00	$0.00	$0.00		$212,800.00	$446,734.56	$1,437,765.56
Day 30	19-May	$354,461.00	$578,750.00	$230,621.30	$15,894.00	$0.00	$1,179,726.30	$11,078.92	$162,899.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$6,106,178.49
Day 31	20-May	$302,514.00	$578,760.00	$141,694.50	$0.00	$0.00	$1,022,968.50	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$358,418.00	$550,695.00	$103,459.40	$10,492.00	$0.00	$1,023,064.40	$945.00	$224,624.28	$0.00	$0.00	$0.00	$500,000.00	$10,888,072.00	$11,611,241.28	$12,634,305.68
Day 33	22-May	$363,194.00	$423,360.00	$167,183.70	$1,084.00	$0.00	$954,761.70	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,964.20
Day 34	23-May	$275,777.00	$155,400.00	$181,943.90	$9,408.00	$0.00	$622,528.90	$702.50	$51,808.78	$3,603,500.00	$0.00	$0.00	$1,150,000.00	$208,392.00	$5,014,403.28	$5,636,932.18
Day 35	24-May	$288,153.50	$155,400.00	$124,534.60	$9,408.00	$0.00	$577,496.10	$92,081.25	$219,171.78	$0.00	$0.00	$0.00	$5,618,027.00	$1,720,000.00	$7,650,280.03	$8,207,776.13
Day 36	25-May	$279,706.50	$77,700.00	$197,986.40	$9,408.00	$0.00	$564,832.90	$19,050.28	$369,301.68	$0.00	$0.00	$1,600,000.00		$3,500,000.00	$5,682,351.94	$6,247,184.84
Day 37	26-May	$260,875.00	$77,700.00	$178,845.80	$23,732.00	$0.00	$541,152.80	$5,546.14	$314,877.65	$0.00	$0.00	$0.00		$404,683.92	$724,909.71	$1,266,062.51
Day 38	27-May	$284,337.00	$156,400.00	$183,427.80	$23,384.00	$0.00	$666,548.80	$6,898.00	$141,945.98	$0.00	$0.00	$787,101.00		$2,926.40	$940,869.38	$1,607,418.18
Day 39	28-May	$272,354.00	$155,400.00	$210,014.30	$23,384.00	$0.00	$661,152.30	$33,854.61	$1,458,805.90	$589,513.04	$0.00	$0.00	$270,911.00	$12,891,361.00	$15,244,445.75	$15,905,598.05
Day 40	29-May	$259,284.00	$289,760.00	$48,275.00	$23,384.00	$0.00	$621,703.00	$4,840.52	$173,620.00	$0.00	$0.00	$0.00	$2,865,026.00	$2,424,731.73	$5,488,318.25	$6,110,021.25
Day 41	30-May	$221,194.50	$576,760.00	$158,672.50	$9,408.00	$0.00	$966,035.00	$2,662.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$15,000.00	$8,702,087.74	$9,668,122.74
Day 42	31-May	$265,649.00	$0.00	$139,242.00	$9,408.00	$0.00	$414,299.00	$0.00	$2,800,042.18	$0.00	$0.00	$2,052,000.00	$28,381.27	$14,063.44	$4,994,506.89	$5,408,805.89
Day 43	1-Jun	$258,932.00	$155,400.00	$268,910.90	$9,408.00	$0.00	$692,650.90	$0.00	$94,195.68	$0.00	$0.00	$0.00		$1,259,541.00	$1,353,736.68	$2,046,387.58
Day 44	2-Jun	$289,662.50	$0.00	$207,691.10	$28,396.00	$0.00	$525,749.60	$21,561.19	$564,396.49	$0.00	$0.00	$0.00		$3,750,000.00	$4,335,957.68	$4,861,707.28
Day 45	3-Jun	$350,362.50	$275,187.50	$286,118.50	$13,104.00	$0.00	$924,772.50	$2,325.58	$41,376.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.78	$990,474.28
Day 46	4-Jun	$484,997.00	$155,400.00	$314,887.70	$13,104.00	$0.00	$978,488.70	$21,181.39	$350,606.43	$0.00	$0.00	$0.00		$0.00	$371,787.82	$1,350,286.52
Day 47	5-Jun	$525,281.00	$155,400.00	$286,882.10	$24,000.00	$0.00	$991,633.10	$0.00	$489,177.00	$0.00	$0.00	$0.00	$8,227,994.29	$0.00	$8,717,171.29	$9,708,804.39
Day 48	6-Jun	$535,318.00	$165,400.00	$367,703.10	$50,076.00	$0.00	$1,108,498.10	$8,649.72	$219,090.80	$3,297,650.26	$0.00	$0.00		$2,302,844.00	$5,825,939.78	$6,933,837.88
Day 49	7-Jun	$624,224.40	$155,400.00	$204,532.80	$27,312.00	$0.00	$1,011,469.20	$418,268.23	$93,481.21	$0.00	$0.00	$0.00		$9,300.20	$521,070.84	$1,532,539.84
Day 50	8-Jun	$754,870.50	$51,800.00	$413,141.20	$23,409.00	$0.00	$1,243,220.70	$6,325.00	$610,931.32	$0.00	$0.00	$36,180.00	$6,152,345.00	$3,567,410.25	$10,373,191.57	$11,616,412.27
Day 51	9-Jun	$851,053.50	$310,800.00	$398,255.70	$23,409.00	$0.00	$1,583,518.20	$12,050.88	$788,146.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.55	$2,893,465.75
Day 52	10-Jun	$778,202.30	$155,400.00	$502,595.80	$37,008.00	$0.00	$1,473,206.10	$392,389.50	$95,382.00	$0.00	$0.00	$948,184.00	$8,771,378.00	$2,067,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,281.20	$155,400.00	$535,630.30	$20,983.00	$0.00	$1,454,294.50	$8,040.51	$115,382.00	$0.00	$0.00	$0.00	$8,039,928.00	$0.00	$8,165,450.51	$9,619,745.01
Day 54	12-Jun	$565,997.40	$155,400.00	$387,668.10	$65,421.00	$0.00	$1,174,467.50	$3,821.30	$461,064.48	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,264,885.78	$2,429,473.28
Day 55	13-Jun	$716,374.00	$64,750.00	$436,879.50	$56,749.00	$0.00	$1,274,752.50	$3,327.46	$221,102.47	$0.00	$0.00	$0.00	$667,920.00	$0.00	$892,349.95	$2,167,102.45
Day 56	14-Jun	$775,808.50	$155,400.00	$338,058.30	$59,186.00	$0.00	$1,329,352.80	$19,782.68	$608,674.72	$0.00	$0.00	$0.00	$1,890,000.00	$593,875.00	$3,112,092.40	$4,441,445.20
Day 57	15-Jun	$780,851.50	$387,060.00	$323,747.20	$46,505.00	$0.00	$1,538,183.70	$321,697.71	$193,052.00	$0.00	$0.00	$0.00	$10,811,250.00	$0.00	$11,325,999.71	$12,864,183.41
Day 58	16-Jun	$875,182.50	$0.00	$409,410.60	$47,808.00	$0.00	$1,332,399.30	$13,784.02	$261,304.30	$0.00	$0.00	$0.00	$0.00	$35,061.00	$310,139.32	$1,642,538.62
Day 59	17-Jun	$892,791.75	$821,154.00	$326,601.80	$64,781.00	$0.00	$2,105,335.55	$12,910.96	$278,666.14	$0.00	$0.00	$0.00	$0.00	$336,513.60	$628,090.70	$2,733,426.25
Day 60	18-Jun	$844,472.50	$922,644.00	$419,438.00	$75,069.00	$0.00	$2,261,623.50	$48,228.65	$527,820.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,048.82	$3,237,672.32

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010

DAY	DATE	USCG Personnel	USCG Cutters & Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 81	18-Jun	$881,606.50	$1,231,707.00	$329,991.40	$71,586.00	$0.00	$2,324,872.90	$10,886.00	$119,226.50	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,445,785.40	$2,445,785.40
Day 82	20-Jun	$583,288.00	$831,540.00	$513,093.20	$76,715.00	$0.00	$2,004,637.20	$125.86	$251,100.00	$4,498,203.32	$0.00	$594,950.00	$0.00	$165,143.50	$5,509,522.68	$7,514,159.88
Day 83	21-Jun	$843,397.50	$676,140.00	$490,549.90	$77,529.00	$0.00	$2,087,605.50	$17,775.77	$798,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,746.82	$2,904,352.32
Day 84	22-Jun	$787,987.75	$28,347.00	$761,000.50	$55,868.00	$0.00	$1,633,203.25	$19,997.89	$583,552.00	$0.00	$0.00	$22,085.00	$0.00	$0.00	$625,634.89	$2,228,838.13
Day 85	23-Jun	$711,539.50	$584,831.00	$913,295.40	$56,842.00	$0.00	$2,189,057.90	$34,081.06	$1,070,056.99	$0.00	$0.00	$0.00	$0.00	$6,666,767.67	$8,802,875.72	$11,071,673.62
Day 86	24-Jun	$792,387.30	$0.00	$731,435.70	$59,913.00	$0.00	$1,583,736.00	$26,579.25	$488,966.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$865,759.68	$2,449,495.68
Day 87	25-Jun	$729,339.50	$584,950.00	$760,249.90	$28,852.00	$0.00	$2,102,891.40	$50,182.33	$809,600.13	$0.00	$0.00	$0.00	$0.00	$0.00	$859,782.46	$2,962,673.86
Day 88	26-Jun	$721,631.50	$1,122,600.00	$614,148.60	$41,931.00	$0.00	$2,500,310.50	$3,063.75	$485,063.29	$0.00	$0.00	$0.00	$0.00	$0.00	$488,127.04	$2,988,437.54
Day 89	27-Jun	$687,701.90	$1,170,987.00	$589,982.60	$33,259.00	$0.00	$2,560,810.70	$54,887.33	$231,950.00	$0.00	$0.00	$0.00	$0.00	$10,275,284.40	$10,562,121.73	$13,122,732.43
Day 70	28-Jun	$688,130.70	$1,418,902.00	$506,780.80	$59,100.00	$0.00	$2,670,913.50	$9,393.50	$298,640.35	$0.00	$0.00	$0.00	$0.00	$1,376,184.00	$1,684,227.85	$4,355,141.35
Day 71	29-Jun	$738,998.50	$1,188,740.00	$420,813.10	$37,785.00	$0.00	$2,387,416.60	$29,511.24	$1,092,270.80	$0.00	$0.00	$0.00	$17,864,543.85	$0.00	$18,986,125.89	$21,373,540.29
Day 72	30-Jun	$676,629.50	$1,016,522.00	$443,071.90	$37,785.00	$0.00	$2,175,886.40	$7,989.35	$435,800.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,886.75
Day 73	1-Jul	$683,129.90	$1,113,691.50	$662,032.80	$64,249.00	$0.00	$2,553,102.80	$13,939.75	$142,022.90	$0.00	$0.00	$0.00	$0.00	$0.00	$195,962.65	$2,749,065.45
Day 74	2-Jul	$755,261.70	$965,091.00	$786,629.30	$64,249.00	$0.00	$2,551,141.00	$7,737.11	$405,520.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,964,398.41
Day 75	3-Jul	$736,597.90	$980,912.00	$659,742.40	$62,352.00	$18.77	$2,861,014.77	$3,030.00	$665,446.90	$0.00	$0.00	$0.00	$0.00	$0.00	$668,476.90	$3,529,491.67
Day 76	4-Jul	$794,695.90	$636,648.50	$662,865.20	$64,249.00	$32.91	$2,188,285.31	$2,878.65	$248,925.50	$0.00	$0.00	$6,600.00	$0.00	$0.00	$259,304.15	$2,448,589.46
Day 77	5-Jul	$763,343.90	$1,181,620.00	$396,299.20	$64,249.00	$10.77	$2,405,662.77	$20,198.22	$441,432.86	$8,876,843.82	$172,787.84	$0.00	$0.00	$1,343,940.00	$8,555,960.74	$11,000,823.51
Day 78	6-Jul	$778,906.25	$361,072.00	$463,951.40	$23,232.00	$0.00	$1,614,761.65	$3,644.81	$1,609,267.58	$0.00	$0.00	$0.00	$0.00	$18,740,357.00	$20,553,269.19	$22,168,030.84
Day 79	7-Jul	$686,983.40	$456,912.00	$473,864.90	$64,249.00	$0.00	$1,682,008.70	$14,467.41	$620,244.00	$0.00	$197,579.00	$0.00	$0.00	$65,388.88	$897,680.00	$2,783,896.70
Day 80	8-Jul	$876,316.20	$456,912.00	$321,242.20	$64,249.00	$0.00	$1,718,719.40	$9,870.35	$1,094,749.10	$0.00	$234,542.20	$0.00	$0.00	$0.00	$1,279,160.65	$2,997,880.05
Day 81	9-Jul	$950,760.75	$812,431.50	$725,337.00	$23,232.00	$201.68	$2,511,962.93	$8,159.79	$342,900.00	$0.00	$28,406.99	$0.00	$0.00	$0.00	$379,566.78	$2,891,529.71
Day 82	10-Jul	$804,977.50	$774,432.00	$624,314.20	$76,121.00	$0.00	$2,179,844.70	$3,393.84	$483,419.10	$0.00	$215,907.33	$0.00	$0.00	-$23,990.00	$679,711.27	$2,859,555.97
Day 83	11-Jul	$878,943.70	$1,781,101.35	$816,433.10	$76,061.00	$263.87	$3,533,782.82	$1,526.61	$333,800.00	$0.00	$376,982.87	$2,009,566.00	$179,850.00	$8,584,275.00	$13,485,984.26	$13,019,777.10
Day 84	12-Jul	$1,105,838.25	$1,630,545.25	$872,994.00	$72,650.00	$0.00	$3,682,027.50	$421,122.37	$414,769.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,267,849.87
Day 85	13-Jul	$1,023,465.65	$1,772,396.00	$674,181.00	$69,268.00	$0.00	$3,539,310.65	$3,604.00	$698,124.20	$0.00	$101,761.68	$0.00	$100,000.00	$0.00	$1,101,490.18	$4,640,800.83
Day 86	14-Jul	$1,112,149.70	$1,577,110.80	$810,253.60	$71,295.00	$0.00	$3,270,809.10	$18,248.10	$548,486.40	$0.00	$266,912.05	$0.00	$5,730,190.00	$14,756.00	$6,580,563.55	$9,851,402.65
Day 87	15-Jul	$1,064,580.45	$1,468,195.95	$468,406.80	$69,127.00	$188.56	$3,100,440.76	$12,007.07	$405,875.00	$0.00	$0.00	$360,515.34	$0.00	$0.00	$808,397.41	$3,908,838.17
Day 88	16-Jul	$1,123,573.40	$1,321,608.00	$271,462.00	$64,680.00	$0.00	$2,781,454.40	$7,793.58	$806,865.80	$0.00	$530,867.17	$0.00	$360,000.00	$0.00	$1,745,326.25	$4,526,780.65
Day 89	17-Jul	$995,349.12	$1,875,703.25	$487,153.00	$67,265.00	$0.00	$3,225,464.37	$2,231.46	$830,500.00	$0.00	$64,654.95	$0.00	$15,061,049.00	$0.00	$15,958,385.41	$19,213,849.78
Day 90	18-Jul	$971,190.35	$1,823,541.45	$248,155.50	$71,936.00	$0.00	$3,115,823.30	$5,290.25	$236,913.16	$0.00	$56,813.98	$0.00	$50,000.00	$0.00	$349,017.39	$3,464,840.69
Day 91	19-Jul	$1,197,443.95	$1,757,536.10	$581,011.00	$67,230.00	$0.00	$3,383,224.05	$1,618.65	$321,350.00	$0.00	$294,402.56	$0.00	$0.00	$1,486,113.51	$2,073,884.72	$5,456,908.77
Day 92	20-Jul	$1,149,349.50	$1,298,980.25	$345,678.70	$64,761.00	$407.51	$2,921,480.96	$29,287.12	$266,568.00	$0.00	$109,131.65	$28,000.00	$0.00	$3,533,350.50	$3,985,315.17	$6,906,796.13
Day 93	21-Jul	$1,066,028.90	$1,187,528.30	$387,658.00	$60,997.00	$0.00	$2,652,214.20	$221,784.41	$189,500.00	$0.00	$139,486.84	$0.00	$0.00	$11,696.50	$562,427.75	$3,214,641.95
Day 94	22-Jul	$1,098,847.10	$894,161.30	$387,416.50	$64,421.05	$148.81	$2,425,025.31	$693.31	$443,528.30	$0.00	$171,479.85	$0.00	$0.00	$12,576,560.00	$13,194,462.56	$15,619,488.07
Day 95	23-Jul	$824,711.80	$818,078.50	$225,542.00	$23,232.00	$148.81	$1,891,714.71	$15,627.19	$279,000.00	$0.00	$117,972.17	$0.00	$0.00	$0.00	$412,599.36	$2,304,314.07
Day 96	24-Jul	$810,380.00	$855,540.00	$55,514.80	$0.00	$0.00	$1,921,434.80	$8,539.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$148,539.28	$1,669,974.08
Day 97	25-Jul	$358,146.40	$913,824.00	$206,806.50	$0.00	$0.00	$1,478,776.90	$0.00	$51,909.00	$0.00	$0.00	$0.00	$0.00	$71,348.00	$122,948.00	$1,601,422.90
Day 98	26-Jul	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 99	27-Jul	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 100	28-Jul	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 101	29-Jul	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 102	30-Jul	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 103	31-Jul	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 104	1-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 105	2-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 106	3-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 107	4-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 108	5-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 109	6-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 110	7-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 111	8-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 112	9-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 113	10-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 114	11-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 115	12-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
[illegible]	TOTAL	$52,748,364.97	$51,344,814.20	$30,982,899.30	$2,848,186.00	$1,464.59	$138,225,659.45	$2,756,907.03	$39,495,219.44	$18,587,710.44	$3,079,910.23	$11,395,545.34	$134,702,174.43	$125,159,677.61	$335,075,944.52	$473,301,602.98

FPN N10038 Mississip Canyon Block 252 Daily Financial Summary
July 28, 2010

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8,360,257.42	34-10-38-D-WY-A001	$3,264,829.51	86	$92,591.75	$3,965,427.91	$435,700.68	-$435,700.68	Yes	April 30 to July 31, 2010.
FEMA	$1,840,000.00	34-10-38-D-WY-0003	$2,146,988.67	30	$41,233.59	-$306,988.67				June 3 to July 2. Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	34-10-38-D-WY-A01P	$13,333.33	30	$3,333.33	$86,666.67			Yes	OSPR to provide aircraft use for 30 days (5 July to 15 August.
DHS - FAA	$200,000.00	34-10-38-D-WY-A011	$6,666.67	120	$1,666.67	$193,333.33			Yes	5 July to 31 November 2010. FAA aircraft to transport and support the NIC.
DOI - MMS	$2,830,000.00	34-10-38-D-WY-A001	$1,792,333.33	90	$31,444.44	$1,037,666.67			Yes	April 22 thru May 22, amendment for FRTD extended period until July 15.
DOI - USFWS	$18,514,588.00	34-10-38-D-WY-A003	$15,936,667.20	90	$325,242.80	$3,577,920.80				May 1 - July 18.
NOAA	$32,520,658.00	34-10-38-D-WY-A005	$20,669,215.47	90	$361,407.28	$11,894,440.53			Yes	April 24 - July 31st. Two components of PREA - personnel costs and Seafood Surveillance.
USDA Wildlife	$7,099,039.00	34-10-38-D-WY-A004	$959,686.80	90	$12,167.10	$536,352.40			Yes	May 1 - August 2, 2010.
EPA Region 6	$24,144,128.10	34-10-38-D-WY-A005	$14,466,477.46	90	$268,288.10	$9,657,651.64	$1,810,156.46	$1,810,156.46	Yes	April 29 - July 31, 2010.
LA DOHSEP	$1,250,000.00	34-10-38-D-WY-A008	$937,500.00	90	$20,833.33	$312,500.00	$586,568.51	$586,568.51	Yes	May 4 - June 4. Amendment extended period to 28 June -no additional cost.
DOI - NPS	$3,550,000.00	34-10-38-D-WY-A07	$2,958,383.33	90	$59,166.67	$591,616.67				April 30 - July 31.
LA - DOC	$348,260.00	34-10-38-D-WY-A006	$250,324.50	90	$5,621.50	$98,969.50	$25,568.81	$25,568.81	Yes	May 1 - June 7. Amendment extended period to 30 June with additional cost.
U.S. Customs & Border Patrol	$8,406,700.00	34-10-38-D-WY-A009	$5,966,585.00	90	$80,556.00	$1,540,115.00			Yes	May 5 - July 5. Amendment increased aircraft flights for a cost until July 5.
LA Dept. Public Safety	$1,500,000.00	34-10-38-D-WY-A010	$1,078,000.00	90	$25,000.00	$425,000.00	$438,621.55	$438,621.55	Yes	April 29 - May 29. Amendment extended period to 19 June with cost.
LA Military Affairs	$384,178.00	34-10-38-D-WY-A011	$282,494.23	90	$6,598.83	$111,683.77	$182,187.28	$182,187.28	Yes	May 10 - June 10. Amendment extended period 60 days until July 10 with a cost.
LA Dept. Natural Resources	$344,822.00	34-10-38-D-WY-A012	$205,700.55	45	$12,040.45	$139,121.47	$169,138.70	$169,138.70		May 8 - June 8. Amendment extended period 60 days until July 8 with a cost.
LA Dept. of Wildlife & Fisheries	$5,789,078.00	34-10-38-D-WY-A013	$4,467,080.67	54	$106,834.76	$1,292,617.33	$3,439,747.46	$3,086,362.17	Yes	April 20 - June 19. Amendment extended period 30 days
LA Dept. of Transportation	$887,058.00	34-10-38-D-WY-A014	$667,540.80	60	$1,617.60	$29,117.40	$43,404.27	$43,404.27	Yes	May 10 - July 19. No changes.
LA DEQ	$767,394.00	34-10-38-D-WY-A015	$537,194.80	90	$13,788.40	$230,200.20	$508,296.27	$508,296.27	Yes	May 10 - June 10. Extended period another 30 days with no increase in funding.
NIOSH	$1,020,680.00	34-10-38-D-WY-A016	$912,364.00	90	$25,540.17	$108,316.00			Yes	May 1 - July 31, 2010.
LA Dept. of Health & Hospitals	$982,427.00	34-10-38-D-WY-A017	$677,074.20	35	$23,085.90	-$194,647.20	$305,758.00	$305,758.00		May 14 - June 14.
LA Agriculture & Forestry	$18,666.24	34-10-38-D-WY-A018	$11,010.17	60	$314.60	$7,670.12	$29,957.98	$10,316.36	Yes	May 14 - June 14. Amendment extended 30 days with zero.
U.S. Dept. of Labor	$500,888.12	34-10-38-D-WY-A019	$389,626.20	45	$11,128.29	$111,262.62			Yes	May 14 to June 30.
Office of Coastal Protection & Restoration	$363,800.00	34-10-38-D-WY-A020	$412,833.33	30	$11,788.67	-$59,033.33	$231,616.80	$231,616.80		April 26 to May 31.
DOI - National Wetlands Research Center	$1,980,000.00	34-10-38-D-WY-A021	$1,155,000.00	90	$33,000.00	$825,000.00	$0.00		Yes	June 5 - Aug 15.
U.S. Health & Human Services - Response	$1,880,000.00	34-10-38-D-WY-A023	$1,280,333.33	45	$36,666.67	$599,666.67			Yes	1 June - 15 July.
U.S. Health & Human Services - NIEHS	$352,900.00	34-10-38-D-WY-A024	$108,857.14	90	$6,285.71	$245,142.86			Yes	5 June - 31 July
U.S. Dept. of Agriculture	$988,521.80	34-10-38-D-WY-A031	$468,289.75	74	$13,469.54	$559,235.05			Yes	May 17 - July 31, 2010.
EPA Region 4	$12,620,180.00	34-10-38-D-WY-001	$8,974,133.00	60	$210,666.67	$3,646,047.00	$940,377.46	$940,377.46	Yes	April 30 - May 30. Amendment extended period to 30 June with additional cost.
MS DEQ	$2,830,000.00	34-10-38-D-WY-002	$1,373,444.44	90	$28,277.27	$1,456,555.56			Yes	April 30 - July 31st.
AL EMA	$150,000.00	34-10-38-D-WY-003	$117,500.00	60	$2,500.00	$32,500.00	$67,344.44	$67,344.44	Yes	April 30 - May 30. Amendment for extension of 30 days to June 30th.
OSHA Region IV	$220,000.00	34-10-38-D-WY-004	$124,666.67	30	$7,333.33	$95,333.33			Yes	June 5 - Jul 5.
MS Port Authority Pascagoula	$50,000.00	34-10-38-D-WY-005	$11,666.67	30	$1,666.67	$38,333.33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile by providing one space at Pascagoula.
Baldwin County Emergency Management, AL	$50,000.00	34-10-38-D-WY-006	$11,666.67	30	$1,666.67	$38,333.33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Mobile County Emergency Management, AL	$50,000.00	34-10-38-D-WY-007	$11,666.67	30	$1,666.67	$38,333.33			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
MS State Port Authority (Gulfport)	$400,000.00	34-10-38-D-WY-008	$240,000.00	60	$6,666.67	$160,000.00	$252,885.12	$252,885.12	Yes	May 12 - June 30. Amendment carries them through the end of June.
NRV/ELPSALV	$12,868,000.00	34-10-38-D-WY-0012	$6,873,600.00	90	$143,200.00	$6,014,400.00			Yes	April 27 to July 31 from MOD 3.
National Guard Bureau (LA, MS, AL, FL)	$43,128,961.24	34-10-38-D-WY-001#	$16,125,355.84	115	$376,088.27	$27,000,986.97			Yes	May 1 to July 19 from MOD 10. Site exploded view and details in MIPR.
Army Air NG	$532,980.00	34-10-38-D-WY-001a	$361,398.00	60	$8,882.00	$159,894.00			Yes	May 1 to July 15.
LA Army NG	$24,600,442.00	34-10-38-D-WY-0065	$11,788,786.73	90	$272,227.15	$12,784,576.27			Yes	May 1 to 1 August based on MOD 03.
Army Air NG (LA)	$5,131,820.11	34-10-38-D-WY-0067	$1,838,830.54	120	$42,765.50	$3,292,789.57			Yes	May 1 to 15 August. Various components and periods of performance.
Mississippi Air NG	$2,273,171.73	34-10-38-D-WY-0062	$1,629,106.41	60	$37,885.20	$644,065.32			Yes	May 8 to June 21. Components have various end dates.
Alabama Air NG	$5,586,830.90	34-10-38-D-WY-0063	$3,006,588.63	90	$73,331.45	$2,583,241.27			Yes	May 8 - July 15.
Alabama Air NG	$46,800.00	34-10-38-D-WY-004	$28,141.87	90	$758.33	$18,658.13			Yes	May 8 - Aug 8.
Alabama Air NG	$0.00	34-10-38-D-WY-005	$0.00	90	$0.00	$0.00				MIPR closed out with no use of funding on 7/9/2010.
Commander HQ, USAF CAP	$425,666.00	34-10-38-D-WY-0067	$136,342.62	120	$3,229.45	$289,312.38			Yes	May 7 until 250 hours of flight time completed or ends 1 October 2010.
MS National Guard	$184,500.00	34-10-38-D-WY-004	$118,800.00	45	$4,100.00	$65,800.00			Yes	May 8 - June 8.
Scott AFB - TRANSCOM	$1,884,772.40	34-10-38-D-WY-0065	$815,808.66	80	$31,578.54	$978,905.74			Yes	No period or performance stated on MIPR. coordination with TRANSCOM.
USAF/Keith, Ft. Sam Houston	$328,362.00	34-10-38-D-WY-0066	$270,909.60	30	$6,948.40	$49,517.60				May 7 - May 28.
Commander Navy Region Southeast	$132,800.00	34-10-38-D-WY-005	$42,706.00	120	$1,518.67	$79,388.00			Yes	April 28 - August 31.
DOI - NWC (Repair NSRP20 Equipment)	$361,804.00	34-10-38-D-WY-0062	$73,025.77	120	$3,178.03	$267,978.23			Yes	May 27 - Feb 28, 2011. Maintenance contract for NSRP20 response equipment.

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Data current through July 25, 2010

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to OS	Paid by OS	Is the balance greater than 25% of the ceiling?	Valid Period of Performance
Naval Air Station Jacksonville	$17,276.92	28-10-84-0-WYY-084	$8,369.86	60	$288.00	-$8,907.86			Yes	May 20 - July 29.
Naval Air Station Jacksonville	$2,926.49	28-10-84-0-WYY-095	$1,219.20	60	$46.77	$1,707.29			Yes	May 20 - July 29.
Naval Air Station Jacksonville	$6,480.28	28-10-84-0-WYY-096	$5,388.50	30	$213.34	$1,088.78				May 20 - July 29.
Navy Facility NAS Jacksonville	$2,139.46	28-10-84-0-WYY-081	$894.95	60	$35.56	$1,244.51			Yes	May 20 - July 29.
910TH OG Youngstown ARS	$125,000.00	28-10-84-0-WYY-059	$133,333.33	45	$2,777.78	-$8,333.33				May 1 to June 11.
US Robins Air Force Base	$1,400,000.00	28-10-84-0-WYY-058	$1,483,333.33	45	$31,111.11	-$83,333.33				May 1 to June 11.
US Air Force Base Kenai	$10,000.00	75-10-84-0-WYY-120	$11,111.11	45	$222.22	-$1,111.11				Funding for modifying support for C130 aircraft - 20 May to 8 July.
AFNorth, Tyndall AFB	$43,480.36	28-10-84-0-WYY-124	$25,766.15	81	$536.79	$17,714.21			Yes	May 1 to July 21.
Florida Army National Guard	$4,081,480.00	28-10-84-0-WYY-122	$1,136,516.00	90	$45,460.40	$2,954,928.00			Yes	May 25 to 8 August.
Naval Oceanographic Office	$43,500.00	28-10-84-0-WYY-103	$483,125.00	45	$10,670.00	-$118,825.00				May 5 to Completion of 4 days activities.
USAF 1st Combat Camera Squadron (AFPAA)	$10,091.29	28-10-84-0-WYY-104	$7,195.21	21	$477.68	$2,868.08			Yes	21 Days from May 1, 2010.
Florida National Guard	$11,400.00	28-10-84-0-WYY-106	$5,700.00	30	$380.00	$5,700.00			Yes	June 9 - July 9
US Joint Forces CMD	$42,947.60	28-10-84-0-WYY-118	$12,491.76	51	$629.36	$29,821.84			Yes	1 May - 18 July
US Army Corps of Engineers Mobile District	$2,500.00	28-10-84-0-WYY-130	$2,444.44	45	$55.56	$55.56				1 May - 21 May
Navy Expeditionary Combat Command	$16,525.80	28-10-84-0-WYY-131	$25,636.81	21	$801.12	-$8,912.31				1 May - 21 May
USNORTHCOM J3	$8,785.50	28-10-84-0-WYY-133	$11,425.86	30	$329.45	-$1,630.27				4 NG PAO's to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$21,257.93	28-10-84-0-WYY-138	$37,190.61	31	$899.93	$4,116.19				4 NG PAO's to support Deepwater. Period of performance 30 days - 24 May to 24 June.
NORAD USNORTHCOM J 8B	$3,332.00	28-10-84-0-WYY-127	$4,522.00	74	$236.90	-$1,190.00				11 June to 25 June or 14 Days of activity.
US NORTHCOM J37	$10,078.00	28-10-84-0-WYY-128	$6,178.54	31	$325.10	$3,901.16			Yes	17-29 June to 29 July (two components 13 days & 31 days - Hurricane Planners for UAC)
Naval Air Warfare Center Aircraft	$990,914.40	28-10-84-0-WYY-129	$1,118,774.32	31	$31,964.98	-$127,859.92				28 June - 28 July
NORAD USNORTHCOM J 5	$6,000.00	28-10-84-0-WYY-130	$6,774.19	31	$180.65	-$774.19				5 June to 5 July.
NORAD USNORTHCOM J4	$7,378.00	28-10-84-0-WYY-131	$7,854.00	31	$238.00	-$476.00				17 June to 15 July.
National Guard Bureau Financial Mgmt	$439,400.00	28-10-84-0-WYY-132	$139,500.00	60	$13,960.00	$299,900.00			Yes	MS Air Guard - AirOpsSupt. Three components - $303,840 (20 June - 20 July); $187,880 (25 June - 25 July), and $147,680 (21 May - 21 June).
OIDE/NRSA	$8,387,400.00	28-01-84-0-WYY-134	$636,760.00	100	$83,574.00	$6,746,880.00			Yes	NRAC coordinates with Deepwater for 100 days from 24 April to 3 August 2010.
Executive Office of the Vice President	$75,000.00	28-10-84-0-WYY-135	$282,500.00	2	$37,500.00	-$157,500.00				Travel arrangements for VP for one day visit to Gulf Coast - period of performance 29 June 2010.
U.S. Army Corps of Engineers (ACOE)	$60,000.00	28-10-84-0-WYY-136	$24,000.00	30	$2,880.67	$56,000.00			Yes	Two Scientists to track oil in Loop Current - for 30 days from 3 July to 3 August
Commander US Navy Installation Command	$12,576,800.00	28-10-84-0-WYY-137	$4,751,877.78	90	$136,781.11	$7,824,922.22			Yes	Provide 27 skimming vessels, 4 harbor tenders up to 35 tow vessels and support personnel from 29 June to 15 September.
US Air Force 3 OPTS/FMA Elmendorf AFB	$11,896.50	28-10-84-0-WYY-139	$564.63	180	$94.95	$11,111.86			Yes	Provide aerial port of embarkation/debarkation for oil spill recovery services in support of Deepwater Operations, beginning 11 May.
Totals	$341,269,982.64		$140,791,074.19		$5,174,896.48	$196,579,277.96	$9,174,336.89	$6,787,441.36		
Total RPFAs:	$134,762,174.43									
Total MIPRs:	$125,199,677.41									

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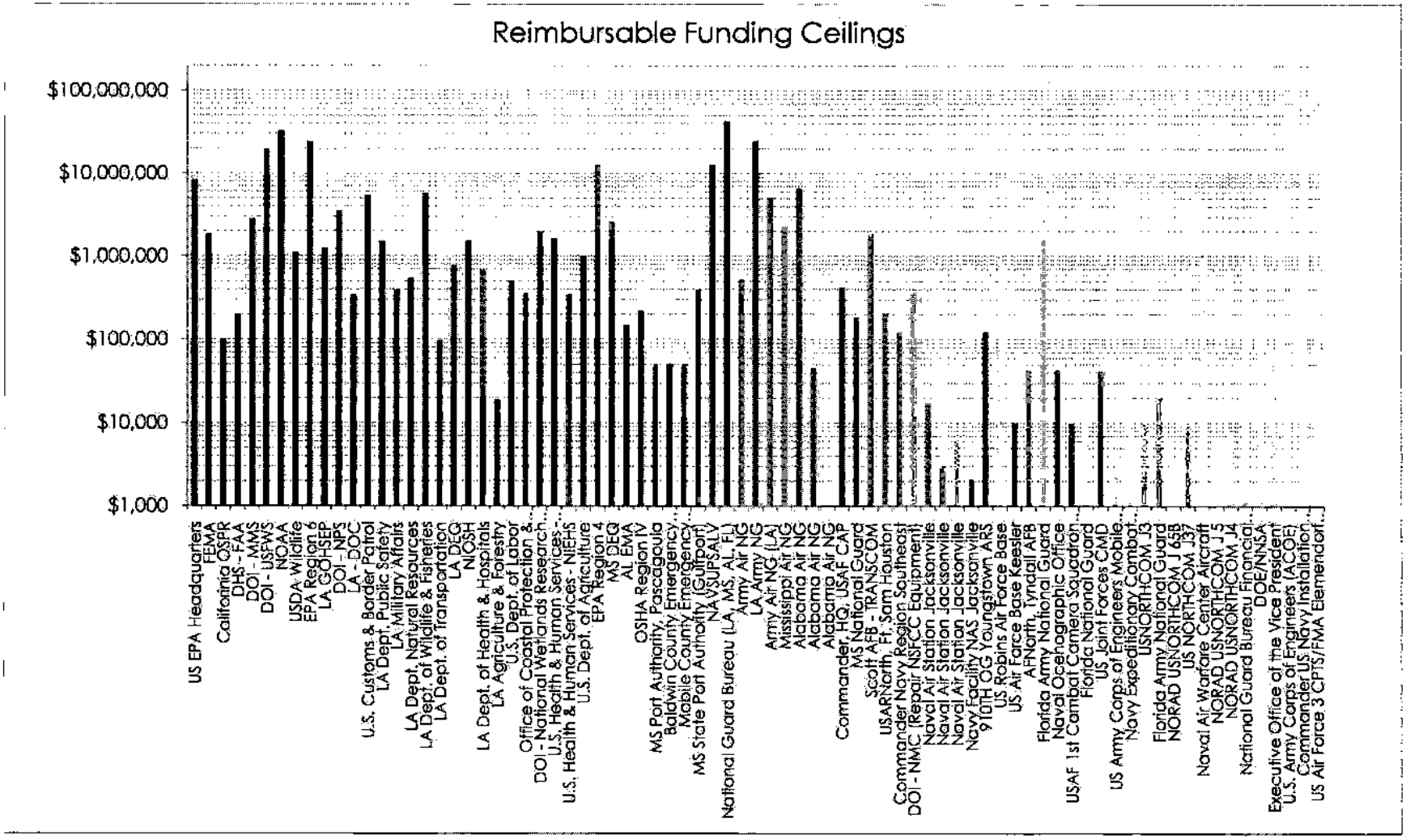
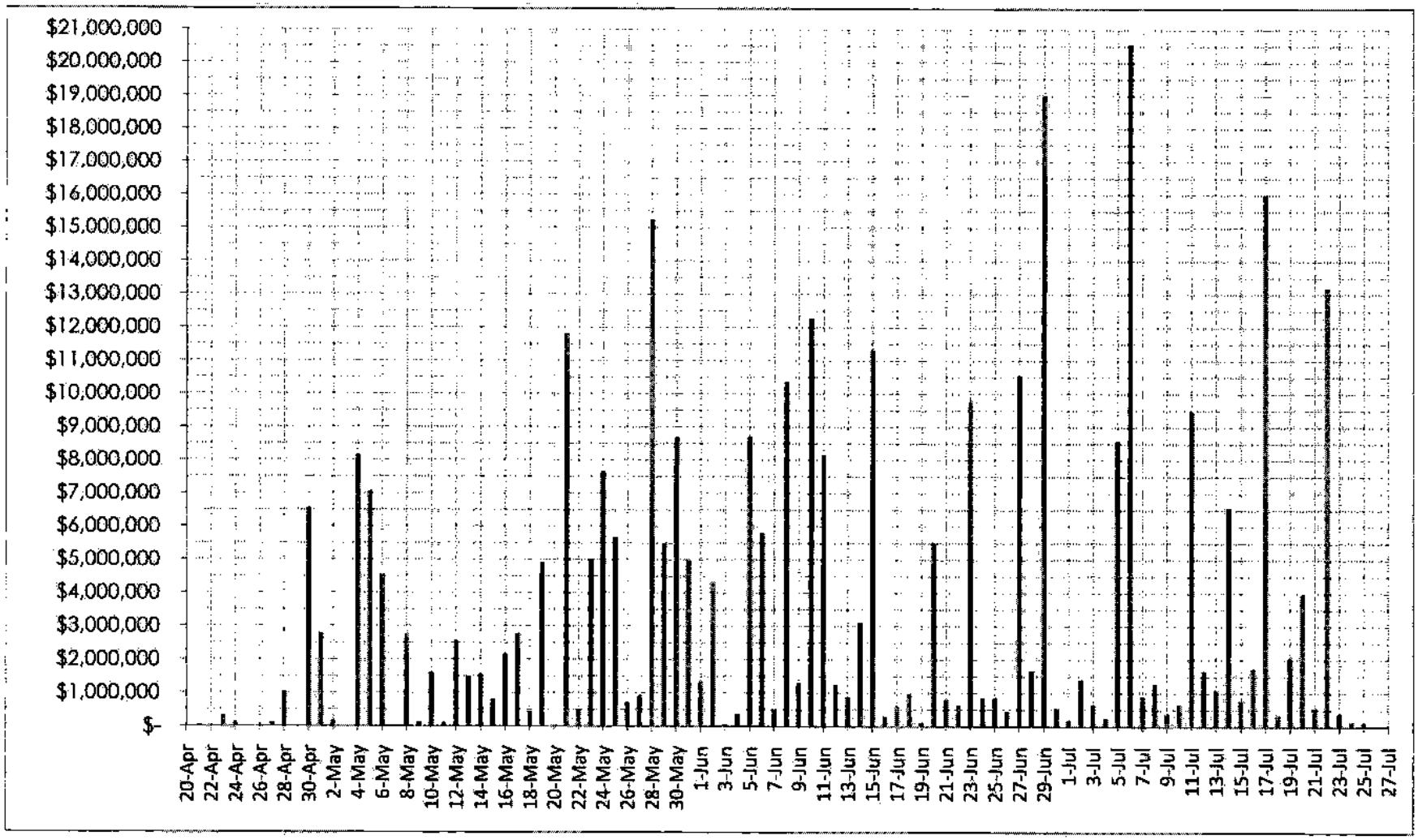
Data current through July 25, 2010

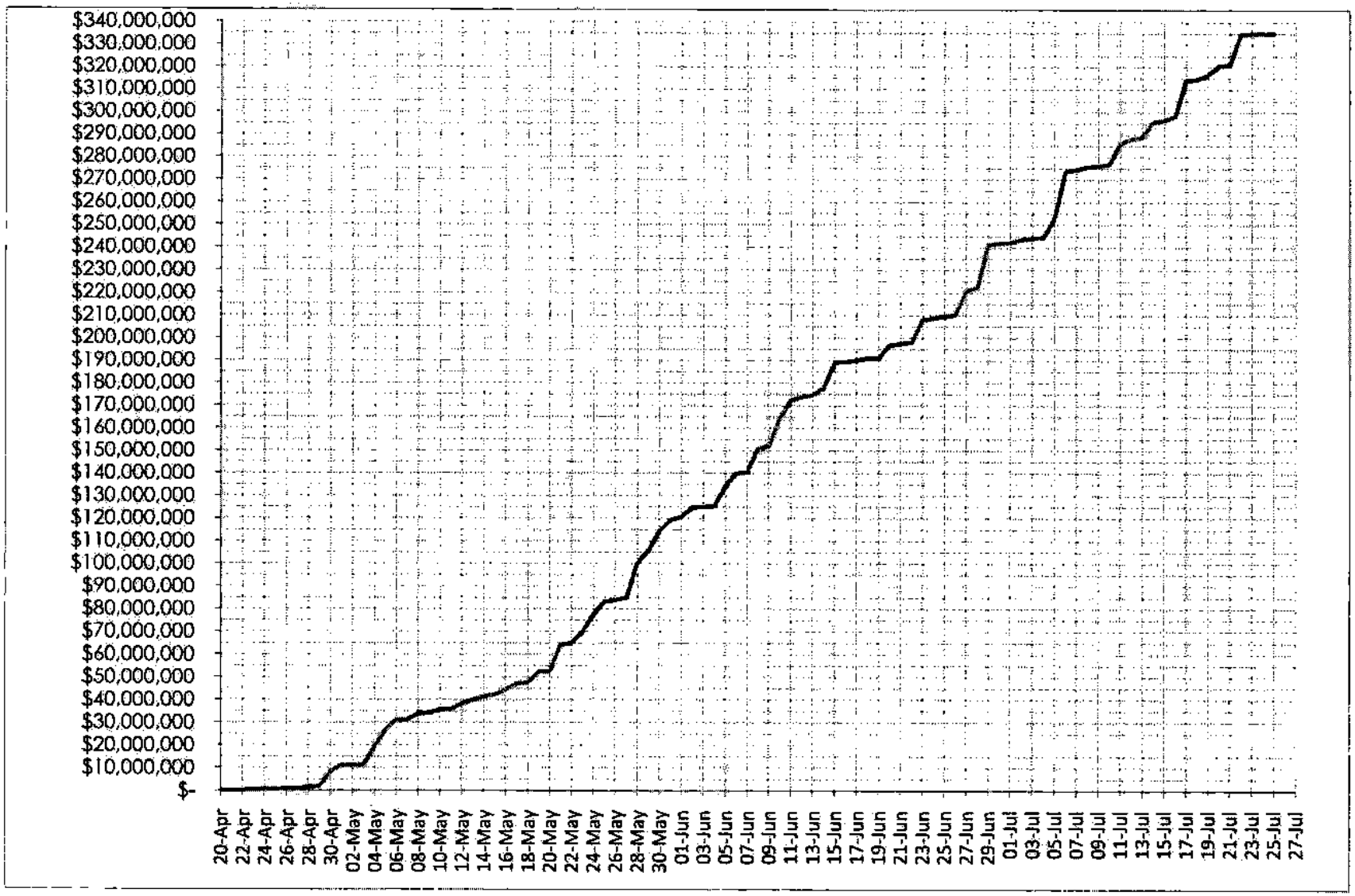
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010



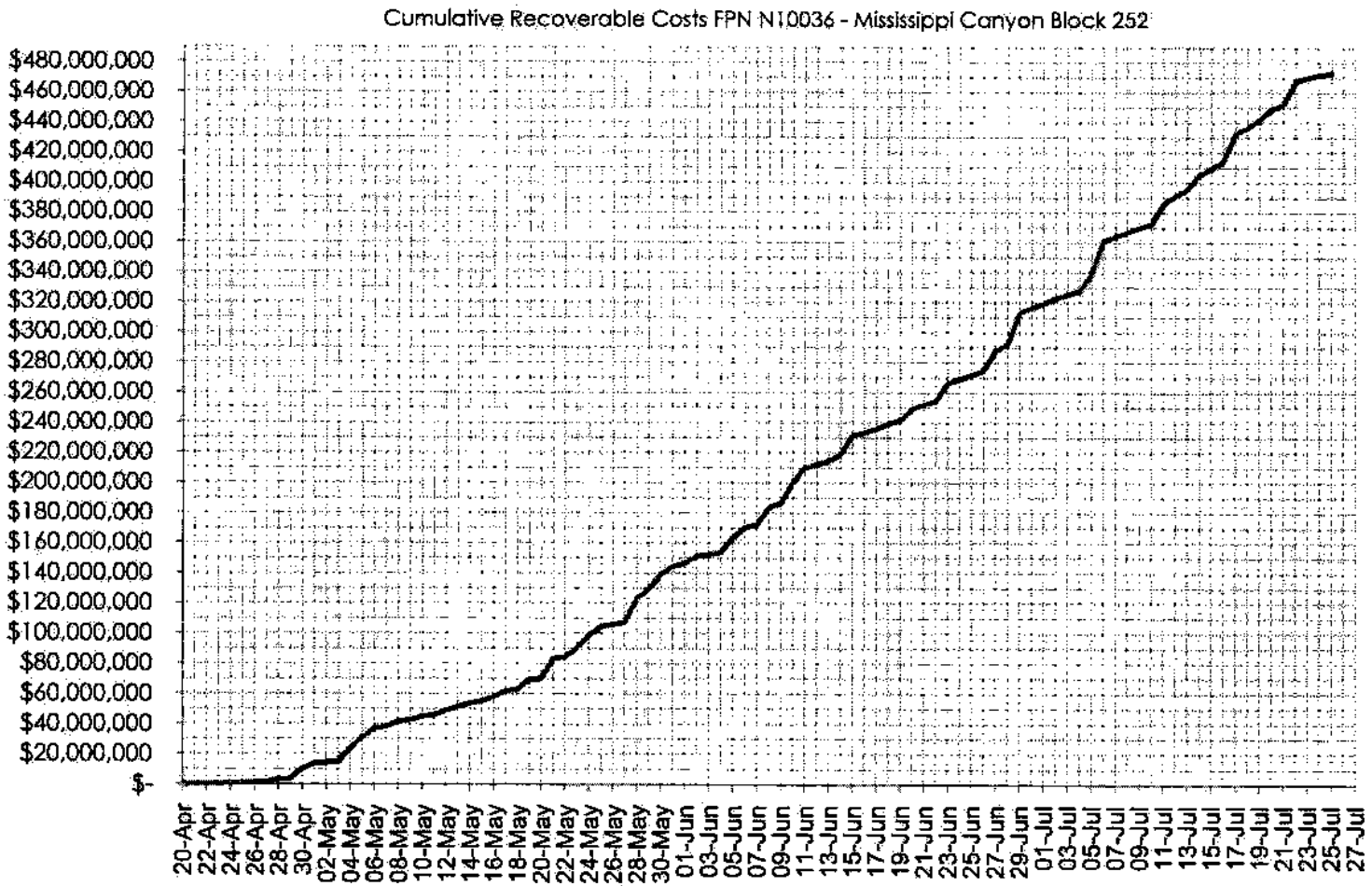
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010
Cumulative Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
July 26, 2010



Executive Summary

Project Summary

Current Federal Project Ceiling	$	135,000,000.00
Obligations to Date	$	119,042,387.45
Federal Project Ceiling Remaining	$	15,957,612.55
Estimated Daily Burn Rate *(note 1)*	$	2,834,342.56

Outlays Per Core Accounting System	$	1,803,753.00

Initiation of Natural Resource Damage Assessment	$	4,182,704.00

Amount Remaining In The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	54,854,649.00

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	117,124,696.00
B	**Expenditures**	$	27,074,179.00
C	**Total Obligations** *(A+B)*	$	144,198,875.00

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 4)*	$	262,691,513.00
E	**Anticipated Recoveries** *(note 4)*	$	5,940,240.00
F	**Total Obligations** *(C)*	$	144,198,875.00
G	**Remaining Balance** *((D-(E+F))*	$	112,552,398.00
H	**Funds Allocated to FOSC for Active Cases** *(notes 2)*	$	57,697,749.00
I	**Available for future project response** *(G-H) (notes 3, 4)*	$	54,854,649.00

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	1,820,725.36
K	**Reimbursement Received**	$	-
L	**Unpaid Reimbursement** *(J-K)*	$	1,820,725.36

Note 1: This rate will likely change and continue to be refined

Note 2: Unobligated amounts allocated to ongoing cases

Note 3: Includes Spills of National Significance and expected future spill response cases

Note 4: Reflects the receipt of $50M apportionment not received from 2006

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 4/20/2010 **to** 5/31/2010

Obligations to Date		
	FPN Ceiling:	**$135,000,000.00**
Coast Guard Recoverable Costs		
Total Coast Guard Personnel Costs	$9,853,472.00	
Total Coast Guard Boats/Cutters Costs	$5,920,012.50	
Total Coast Guard Aircraft Costs	$5,720,437.40	
Total Coast Guard Equipment Costs	$195,698.00	
Total Coast Guard Vehicles Costs	$0.00	
Total Coast Guard Recoverable Costs:	**$21,689,619.90**	
Removal Costs Funded From The OSLTF		
Total Coast Guard Purchases	$350,336.46	
Total Coast Guard Travel Orders	$14,407,516.59	
Total Coast Guard Reservist - Doc Type 71 Obligations	$4,193,013.04	
Total for Contractors	$7,301,271.00	
Total PRFAs/MIPRs	$92,790,250.36	
Removal Costs Funded From The OSLTF:	**$119,042,387.45**	**$119,042,387.45**
Total Incident Costs To Date: OSLTF + USCG Recoverable	**$140,732,007.35**	
Ceiling Remaining (Not Obligated)		**$15,957,612.55**
	Percentage of Ceiling Remaining	**12%**

DAILY BURN RATE:

Total Coast Guard Direct Costs (Obligations):	$119,042,387.45	
Total Days (Obligation(s) are based on)	90	
Total Coast Guard Indirect Costs:	$21,689,619.90	
Total Days Coast Guard Has Been Involved:	42	
Expected Duration of Spill:	90	
Daily Burn Rate: Removal Costs Funded From The OSLTF		**$1,322,693.19**
Daily Burn Rate: Coast Guard Recoverable Costs		**$516,419.52**
Daily Burn Rate: All Removal Costs		**$1,839,112.72**

ESTIMATED OSLTF SPENDING TO DATE *(Daily burn rate of OSLTF funded costs x Number of Days of Response)*	**$55,553,114.15**

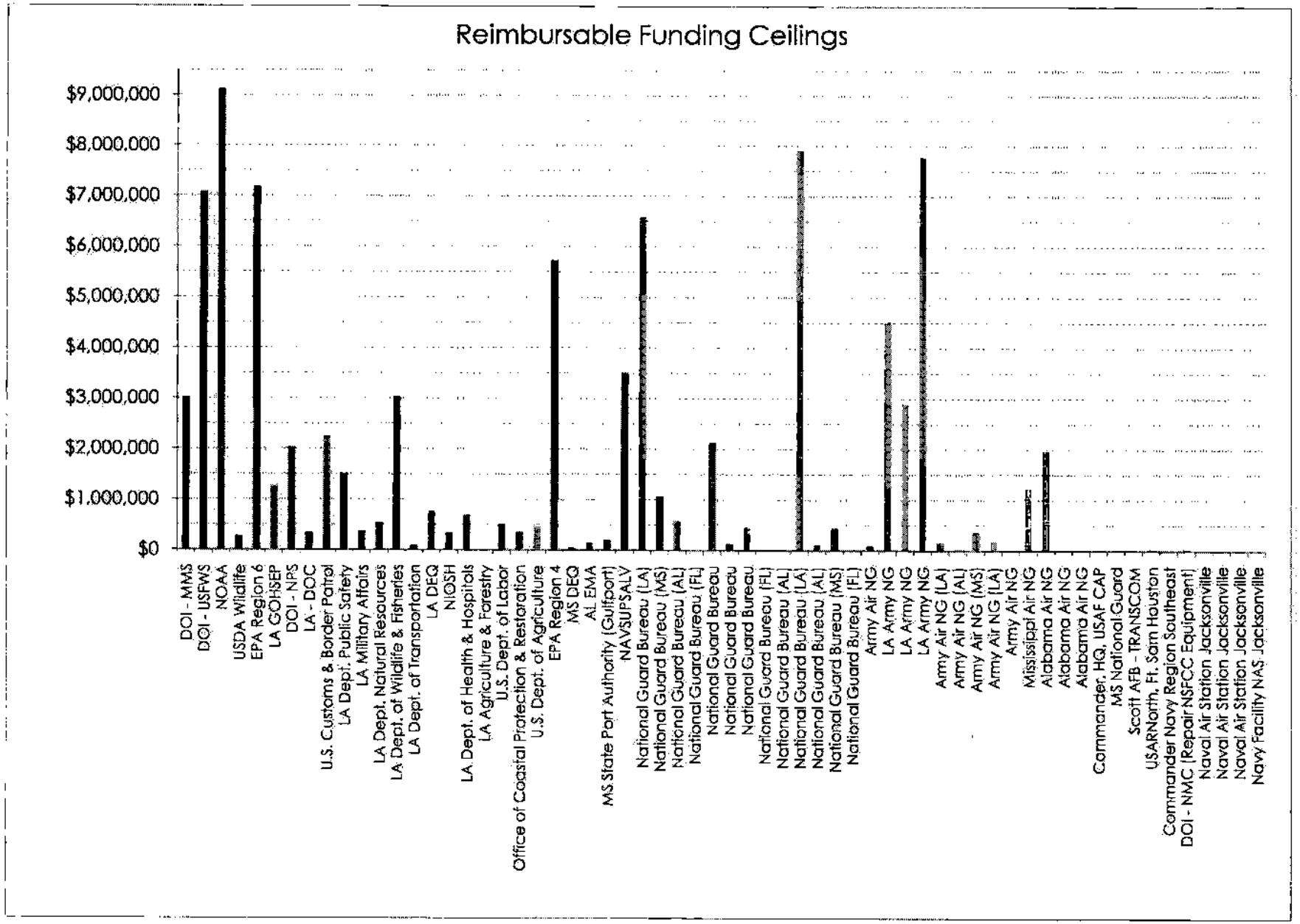
ESTIMATED TOTAL PROJECT COST *(Daily burn rate [OSLTF funded costs + CG recoverable costs] x Expected Duration of Spill)*	**$165,520,144.38**

[redacted]

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	%	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 80% of the ceiling?	Valid Period of Performance
DOI - MMS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$1,7[illegible]			Yes	April 22 thru May 22 [illegible]
DOI - USFWS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 - June 1 [illegible]
NOAA	$9,119,027.00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	April 28 - June 30 [illegible]
NIOSH/[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 - June 1 [illegible]
EPA Region 6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	April 21 - May 31 [illegible]
LA GOHSEP	$1,250,000.00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 4 - June 4 [illegible]
DOI - NPS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	April 30 - May 30 [illegible]
LA - DOC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 1 - June 1 [illegible]
U.S. Customs & Border Patrol	[illegible]	[illegible]	$1,475,000.00	[illegible]	[illegible]	[illegible]			[redacted]	May 5 - June 5 [illegible]
LA Dept. Public Safety	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[redacted]	April 28 - May 28 [illegible]
LA Military Affairs	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 10 - June 10 [illegible]
LA Dept. Natural Resources	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 6 - June 6 [illegible]
LA Dept. of Wildlife & Fisheries	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$1,407,[illegible]	[illegible]	[illegible]	Yes	May 5 - June 5 [illegible]
LA Dept. of Transportation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 10 - June 10 No changes
LA DEQ	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 18 - June 18 [illegible]
NIOSH	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 - June 1 No changes at this time
LA Dept. of Health & Hospitals	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 14 - June 14 No changes at this time
LA Agriculture & Forestry	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 14 - June 14 [illegible]
U.S. Dept. of Labor	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 14 - June 14 No changes at this time
Office of Coastal Protection & Restoration	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 14 - June 14 No changes at this time
U.S. Dept. of Agriculture	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 17 - June 17 No changes at this time
EPA Region 4	[illegible]	[illegible]	$2,350,000.00	[illegible]	[illegible]	[illegible]			Yes	April 30 - May 30 [illegible]
MS DEQ	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	April 30 - May 30 [illegible]
AL EMA	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	April 30 - May 30 [illegible]
MS State Port Authority (Gulfport)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Yes	May 17 - June 17 No changes at this time
NAVSEASYSCOM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	April 27 to May 28
National Guard Bureau (LA)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	May 1 to June 1
National Guard Bureau (MS)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 8 to June 8
National Guard Bureau (AL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	May 3 to June 3
National Guard Bureau (FL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1
National Guard Bureau	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	May 8 to June 8
National Guard Bureau	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	May 1 to June 7
National Guard Bureau	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[redacted]	May 8 to June 8
National Guard Bureau (FL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 16 to June 16
National Guard Bureau (AL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 11 to June 11
National Guard Bureau (LA)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 30
National Guard Bureau (AL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1
National Guard Bureau (MS)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 23 to June 23
National Guard Bureau (FL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 25 to June 25
Army Air NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1
LA Army NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 30
LA Army NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 30
LA Army NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 30
Army Air NG (LA)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1. Extension to June 18
Army Air NG (AL)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1. Extension to August 1
Army Air NG (MS)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1. Extension to August 1
Army Air NG (LA)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 1 to June 1. Extension to August 1
Army Air NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 5 to Aug 5
Mississippi Air NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 8 to June 21 [illegible]
Alabama Air NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 8 - June 8
Alabama Air NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 6 - Aug 6
Alabama Air NG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 8 - Aug 8
Commander, HQ, USAF CAP	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 7 until [illegible] hours of flight time completed or ends July 18
MS [illegible] Guard	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 8 - June 8
Scott AFB - TRANSCOM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	No period of performance stated on MIPR [illegible] TRANSCOM
[illegible] Ft. Sam Houston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 2 - May 28
Commander Navy Region Southeast	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	April 27 - May 28
DOI - MSC (Region NRFOC Equipment)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 27 - Feb 28, 2011 Maintenance contract for NRFOC response equipment
Naval Air Station Jacksonville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 28 - July 28
Naval Air Station Jacksonville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 28 - July 28
Naval Air Station Jacksonville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 28 - July 28
Navy Facility NAS Jacksonville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			Yes	May 28 - July 28
Total	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]		

This Period:	4/20/2010	Thru	5/31/2010	FPN	N10036	Printed	6/1/2010	22:23
[illegible]				Ceiling:	$195,000,000.00			
				Prev Period:	$0.00			
				This Period:	$119,042,387.45			
				Balance:	$75,957,612.55			

DAY	DATE	USCG Personnel	USCG Boats/Cutters	USCG Aircraft	USCG Equipment	USCG Vehicle	Total Indirect Costs	USCG Purchases	USCG Travel Cost	Contractor(s) Totals	PRFA & MIPR Totals	Doc Type 71 Totals	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$98,062.00	$0.00	$0.00	$0.00	$0.00	$98,062.00	$35,958.00	$57,250.00	$0.00	$1,500,000.00	$0.00	$1,593,208.00	$1,691,270.00
Day 5	24-Apr	$105,144.00	$0.00	$0.00	$0.00	$0.00	$105,144.00	$3,518.00	$107,026.00	$0.00	$6,800,000.00	$0.00	$6,910,544.00	$7,015,688.00
Day 6	25-Apr	$125,836.00	$0.00	$0.00	$0.00	$0.00	$125,836.00	$0.00	$16,100.00	$0.00	$0.00	$0.00	$16,100.00	$141,936.00
Day 7	26-Apr	$130,626.00	$0.00	$178,866.70	$0.00	$0.00	$309,492.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00	$35,350.13	$344,842.83
Day 8	27-Apr	$147,438.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,556.00	$0.00	$0.00	$0.00	$109,556.00	$468,155.60
Day 9	28-Apr	$123,425.00	$0.00	$151,121.30	$0.00	$0.00	$274,546.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$37,055.00	$311,601.30
Day 10	29-Apr	$163,587.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$5,500,000.00	$0.00	$5,533,332.00	$5,782,394.30
Day 11	30-Apr	$161,018.00	$0.00	$85,908.40	$0.00	$0.00	$246,926.40	$0.00	$864,257.58	$0.00	$750,000.00	$0.00	$1,614,257.58	$1,861,183.98
Day 12	1-May	$205,560.00	$0.00	$211,199.60	$0.00	$0.00	$416,759.60	$0.00	$253,801.32	$0.00	$246,025.00	$0.00	$499,826.32	$916,585.92
Day 13	2-May	$184,591.00	$0.00	$163,650.90	$0.00	$0.00	$348,241.90	$0.00	$171,064.00	$0.00	$0.00	$0.00	$171,064.00	$519,305.90
Day 14	3-May	$138,953.00	$0.00	$129,509.00	$0.00	$0.00	$268,462.00	$0.00	$10,983.00	$0.00	$12,174,836.00	$0.00	$12,185,819.00	$12,454,281.00
Day 15	4-May	$105,869.00	$105,840.00	$159,156.00	$0.00	$0.00	$370,865.00	$0.00	$14,383.00	$120,000.00	$921,450.00	$0.00	$1,055,833.00	$1,426,698.00
Day 16	5-May	$270,524.00	$261,840.00	$117,444.40	$732.00	$0.00	$649,970.40	$2,797.81	$177,372.58	$292,000.00	$0.00	$0.00	$472,184.39	$1,122,154.79
Day 17	6-May	$252,367.00	$338,940.00	$277,775.50	$2,352.00	$0.00	$871,435.50	$0.00	$21,783.00	$0.00	$1,500,000.00	$0.00	$1,521,783.00	$2,393,218.50
Day 18	7-May	$346,126.00	$289,380.00	$157,460.90	$2,352.00	$0.00	$795,318.90	$5,748.25	$32,238.00	$0.00	$0.00	$0.00	$37,986.25	$833,305.15
Day 19	8-May	$332,842.00	$251,240.00	$236,573.50	$410.00	$0.00	$830,065.50	$3,600.00	$126,300.00	$0.00	$0.00	$0.00	$129,900.00	$959,965.50
Day 20	9-May	$278,928.00	$329,128.00	$173,317.10	$1,626.00	$0.00	$781,009.10	$1,430.75	$139,213.92	$0.00	$5,645,917.00	$0.00	$5,786,561.67	$6,567,570.77
Day 21	10-May	$262,286.00	$367,080.00	$148,102.80	$245.00	$0.00	$778,728.80	$26,316.08	$60,243.74	$0.00	$7,248,433.00	$0.00	$7,336,992.79	$8,115,718.59
Day 22	11-May	$307,029.00	$0.00	$148,406.00	$0.00	$0.00	$455,435.00	$45,666.52	$79,598.74	$0.00	$0.00	$0.00	$125,265.26	$580,700.26
Day 23	12-May	$318,314.50	$211,880.00	$196,296.10	$245.00	$0.00	$726,505.60	$6,677.21	$85,308.46	$2,250,170.00	$1,139,734.20	$0.00	$3,480,289.87	$4,206,795.47
Day 24	13-May	$345,565.00	$211,680.00	$207,064.20	$0.00	$0.00	$764,309.20	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,309.20
Day 25	14-May	$338,626.00	$106,840.00	$150,287.80	$245.00	$0.00	$595,998.80	$957.35	$0.00	$0.00	$2,306,581.12	$0.00	$2,307,538.47	$2,903,537.27
Day 26	15-May	$337,129.00	$591,060.00	$47,609.00	$10,584.00	$0.00	$986,382.00	$15,419.96	$8,918.34	$0.00	$37,500.00	$0.00	$61,838.30	$1,048,220.30
Day 27	16-May	$259,965.00	$72,345.00	$111,418.80	$0.00	$0.00	$443,728.80	$12,153.18	$2,000,960.34	$0.00	$178,429.10	$0.00	$2,191,542.62	$2,635,271.42
Day 28	17-May	$375,713.00	$289,380.00	$117,561.50	$10,763.00	$0.00	$793,417.50	$8,787.75	$128,045.28	$0.00	$490,880.00	$0.00	$627,713.03	$1,421,130.53
Day 29	18-May	$280,540.00	$192,920.00	$73,356.00	$11,876.00	$0.00	$558,692.00	$4,084.58	$229,950.00	$0.00	$30,000.00	$0.00	$264,034.58	$822,726.58
Day 30	19-May	$354,481.00	$329,852.00	$80,097.00	$15,984.00	$0.00	$780,414.00	$11,079.92	$162,899.27	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$5,706,866.19
Day 31	20-May	$302,514.00	$0.00	$80,000.00	$0.00	$0.00	$382,514.00	$545.00	$32,671.78	$0.00	$5,333,388.10	$0.00	$5,366,604.88	$5,749,118.88
Day 32	21-May	$358,418.00	$455,447.50	$133,889.60	$10,492.00	$0.00	$958,247.10	$545.00	$224,624.29	$0.00	$0.00	$0.00	$225,169.29	$1,183,416.39
Day 33	22-May	$363,154.00	$465,000.00	$130,000.00	$1,084.00	$0.00	$959,238.00	$702.50	$521,500.00	$0.00	$2,050,000.00	$0.00	$2,572,202.50	$3,531,440.50
Day 34	23-May	$275,777.00	$0.00	$214,229.60	$9,408.00	$0.00	$499,414.60	$702.50	$51,749.78	$0.00	$52,000.00	$3,603,560.00	$3,708,012.28	$4,207,426.88
Day 35	24-May	$266,153.50	$0.00	$180,144.00	$9,408.00	$0.00	$455,705.50	$92,061.25	$219,171.78	$0.00	$7,754,680.00	$0.00	$8,065,913.03	$8,521,618.53
Day 36	25-May	$279,756.50	$0.00	$232,109.60	$9,408.00	$0.00	$521,274.10	$13,050.29	$869,301.65	$1,300,000.00	$51,400.20	$0.00	$2,233,752.14	$2,755,026.24
Day 37	26-May	$280,876.00	$0.00	$190,330.80	$9,408.00	$0.00	$480,614.80	$6,348.14	$314,877.65	$0.00	$6,165,244.00	$0.00	$6,486,469.79	$6,967,084.59
Day 38	27-May	$394,337.00	$17,700.00	$151,555.00	$23,732.00	$0.00	$587,324.00	$8,896.00	$141,945.96	$787,101.00	$9,147,773.68	$0.00	$10,085,716.64	$10,673,040.64
Day 39	28-May	$272,354.00	$156,400.00	$272,546.00	$22,384.00	$0.00	$723,684.00	$33,854.81	$1,358,805.90	$0.00	$5,725,000.00	$689,513.04	$7,807,173.75	$8,530,857.75
Day 40	29-May	$259,284.00	$155,000.00	$191,328.40	$23,384.00	$0.00	$628,996.40	$4,940.52	$173,520.00	$0.00	$1,148,643.69	$0.00	$1,327,104.21	$1,956,100.61
Day 41	30-May	$221,194.50	$579,780.00	$188,572.50	$9,408.00	$0.00	$998,955.00	$2,662.84	$2,959,404.90	$0.00	$0.00	$0.00	$2,962,067.74	$3,961,022.74
Day 42	31-May	$268,649.00	$155,000.00	$136,242.60	$9,408.00	$0.00	$569,299.60	$0.00	$2,900,042.18	$2,052,000.00	$668,972.27	$0.00	$5,621,014.45	$6,190,314.05
Day 43	1-Jun						$0.00						$0.00	$0.00
Day 44	2-Jun						$0.00						$0.00	$0.00
Day 45	3-Jun						$0.00						$0.00	$0.00
Day 46	4-Jun						$0.00						$0.00	$0.00
Day 47	5-Jun						$0.00						$0.00	$0.00
Day 48	6-Jun						$0.00						$0.00	$0.00
Day 49	7-Jun						$0.00						$0.00	$0.00
Day 50	8-Jun						$0.00						$0.00	$0.00
Day 51	9-Jun						$0.00						$0.00	$0.00
Day 52	10-Jun						$0.00						$0.00	$0.00
Day 53	11-Jun						$0.00						$0.00	$0.00
Day 54	12-Jun						$0.00						$0.00	$0.00
Day 55	13-Jun						$0.00						$0.00	$0.00
Day 56	14-Jun						$0.00						$0.00	$0.00
Day 57	15-Jun						$0.00						$0.00	$0.00
Day 58	16-Jun						$0.00						$0.00	$0.00
Day 59	17-Jun						$0.00						$0.00	$0.00
Day 60	18-Jun						$0.00						$0.00	$0.00
Day 61	19-Jun						$0.00						$0.00	$0.00
Day 62	20-Jun						$0.00						$0.00	$0.00
Day 63	21-Jun						$0.00						$0.00	$0.00
Day 64	22-Jun						$0.00						$0.00	$0.00
Day 65	23-Jun						$0.00						$0.00	$0.00
Day 66	24-Jun						$0.00						$0.00	$0.00
Day 67	25-Jun						$0.00						$0.00	$0.00
Day 68	26-Jun						$0.00						$0.00	$0.00
Day 69	27-Jun						$0.00						$0.00	$0.00
Day 70	28-Jun						$0.00						$0.00	$0.00
Day 71	29-Jun						$0.00						$0.00	$0.00
Day 72	30-Jun						$0.00						$0.00	$0.00
	TOTAL	$9,953,472.00	$5,820,012.50	$5,720,437.40	$195,886.00	$0.00	$21,689,619.90	$350,336.46	$14,407,516.59	$7,301,271.00	$92,790,290.36	$4,193,013.04	$119,042,387.45	$140,732,007.36


Reimbursable Funding Ceilings
$9,000,000
$8,000,000
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$0
DOI - MMS
DOI - USFWS
NOAA
USDA Wildlife
EPA Region 6
LA GOHSEP
DOI - NPS
LA - DOC
U.S. Customs & Border Patrol
LA Dept. Public Safety
LA Military Affairs
LA Dept. Natural Resources
LA Dept. of Wildlife & Fisheries
LA Dept. of Transportation
LA DEQ
NIOSH
LA Dept. of Health & Hospitals
LA Agriculture & Forestry
U.S. Dept. of Labor
Office of Coastal Protection & Restoration
U.S. Dept. of Agriculture
EPA Region 4
MS DEQ
AL EMA
MS State Port Authority (Gulfport)
NAVSUPSALV
National Guard Bureau (LA)
National Guard Bureau (MS)
National Guard Bureau (AL)
National Guard Bureau (FL)
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National Guard Bureau (FL)
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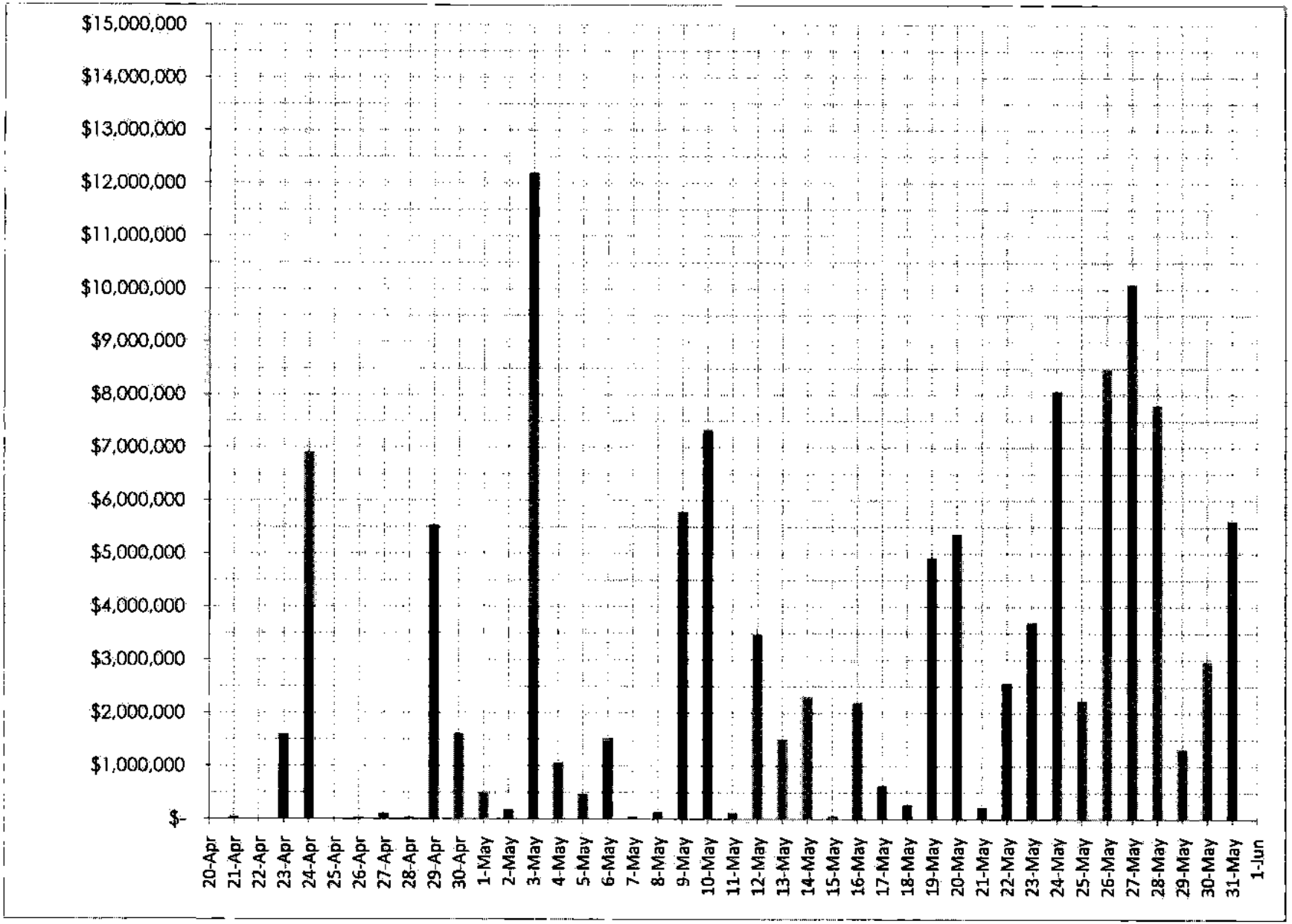
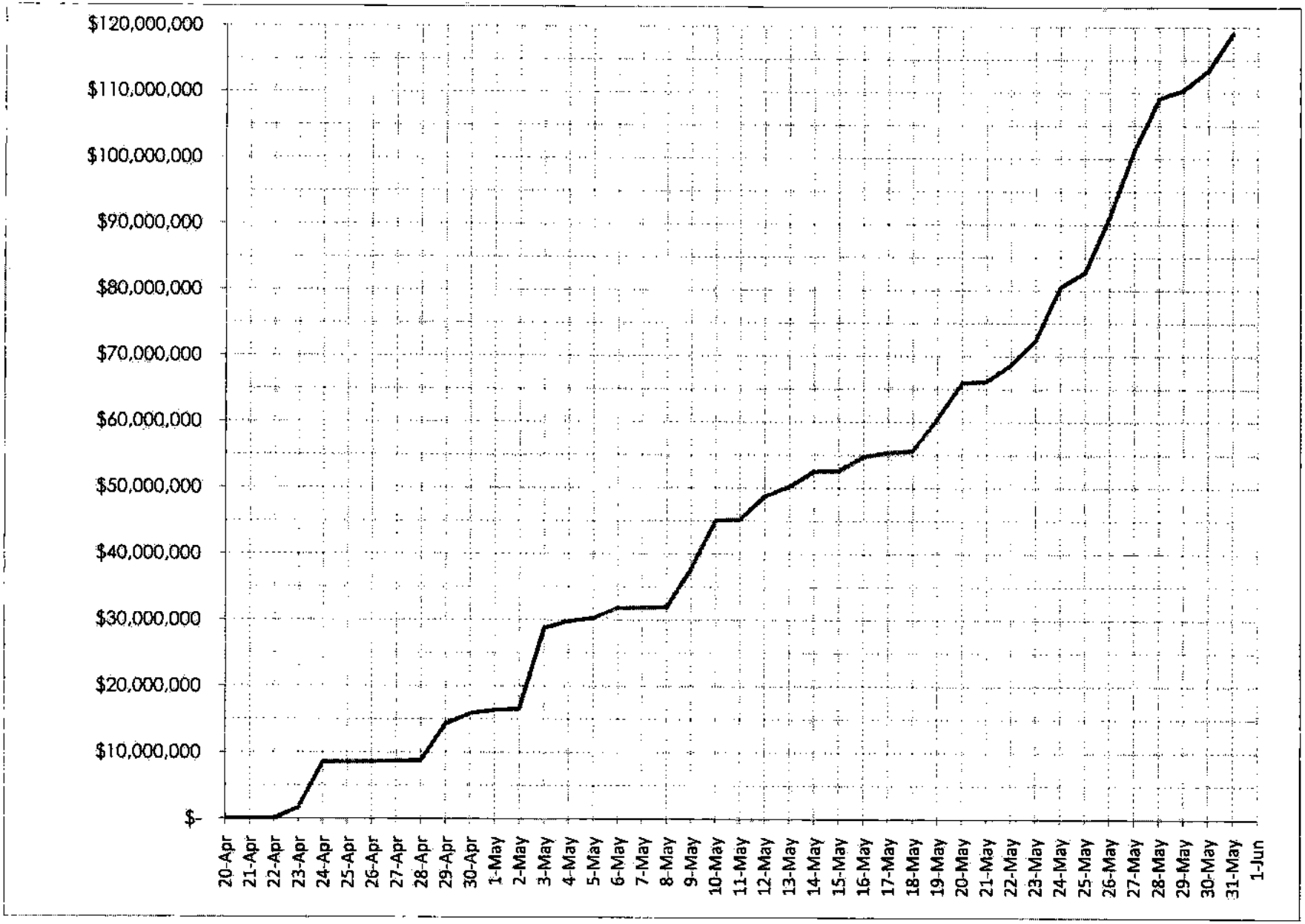
Army Air NG (AL)
Army Air NG (MS)
Army Air NG (LA)
Army Air NG
Mississippi Air NG
Alabama Air NG
Alabama Air NG
Alabama Air NG
Commander, HQ, USAF CAP
MS National Guard
Scott AFB - TRANSCOM
USARNorth, Ft. Sam Houston
Commander Navy Region Southeast
DOI - NMC (Repair NSFCC Equipment)
Naval Air Station Jacksonville
Naval Air Station Jacksonville
Naval Air Station Jacksonville
Navy Facility NAS Jacksonville

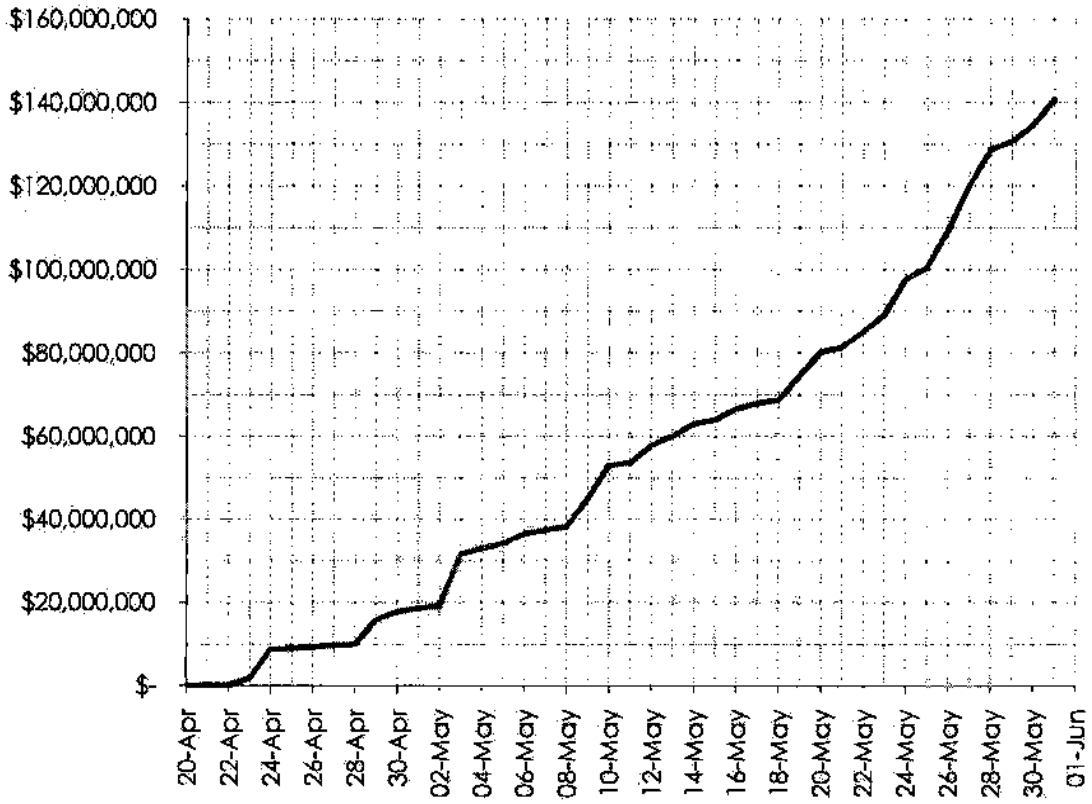
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
June 1, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
June 1, 2010
Cumulative Federal Project Obligations



Cumulative Recoverable Costs FPN N10036 - Mississippi Canyon Block 252



Executive Summary

Project Summary

Current Federal Project Ceiling	$	135,000,000.00
Obligations to Date	$	113,421,373.00
Federal Project Ceiling Remaining	$	21,578,627.00
Estimated Daily Burn Rate *(note 1)*	$	2,766,374.95

Outlays Per Core Accounting System	$	1,803,753.00

Initiation of Natural Resource Damage Assessment	$	4,182,704.00

Amount Remaining In The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	4,564,676.00

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	**Undelivered Orders (UDO)**	$	110,154,047.00
B	**Expenditures**	$	27,074,179.00
C	**Total Obligations** *(A+B)*	$	137,228,226.00

Budgetary Resources

D	**Apportioned Available Budget Authority** *(note 4)*	$	212,691,513.00
E	**Anticipated Recoveries** *(note 4)*	$	5,940,240.00
F	**Total Obligations** *(C)*	$	137,228,226.00
G	**Remaining Balance** *((D-(E+F))*	$	69,523,047.00
H	**Funds Allocated to FOSC for Active Cases** *(notes 2)*	$	64,958,371.00
I	**Available for future project response** *(G-H) (notes 3, 4)*	$	4,564,676.00

Reimbursement Activity From Responsible Party

J	**Billed for reimbursement**	$	1,820,725.36
K	**Reimbursement Received**	$	-
L	**Unpaid Reimbursement** *(J-K)*	$	1,820,725.36

Note 1: This rate will likely change and continue to be refined

Note 2: Unobligated amounts allocated to ongoing cases

Note 3: Includes Spills of National Significance and expected future spill response cases

Note 4: Change in amount due to recoupment of previously distributed ceiling of $8.6M and the increases of $20M and $15M in ceiling for Deepwater Horizon case

July 2, 2010

Deepwater Horizon Response: Vessels of Opportunity Policy

The attached Vessels of Opportunity Program policy has been produced to support the communication and implementation of the updated program. It clearly states VoO strategy, boundaries/biases and the processes we expect all ICs to use to run the program in a standardized way.

Please ensure that your teams fully understand the changes this new policy will require and that they continue to work with Judith Luberski and her network of resources now in place to assist with common areas of implementation/back office needs.

Specific points I would emphasize as being critical to successful delivery of this new policy are:

- Purpose of VoO fleet is on water oil recovery and support/wildlife transportation; oil surveillance to be done from the air
- VoO demand will be determined at the branch level. Branches will utilize a single VoO deployment architecture model with taskforces reporting to Branches. Taskforce size will be consistent across all ICs.
- Strong bias to using local commercial and charter fishing vessels, prioritizing those which are owner/operated and only using recreational vessels as an exception
- Use of rotation and limiting activation to 1 vessel per owner (until supply exhausted) to make VoO safe, fair and equitable
- Standardized supporting policies (training, inspection, decontamination, pennants, database, claims interface) will be used

Admiral Watson and I look forward to seeing continued increase in oil recovery from the capability we are building through the VoO fleet and thank you and your teams for the hard work that has resulted in us being able to release this new policy.

(b) (6)

Douglas J. Suttles

(b) (6)

Admiral James Watson

Version 1 – July 1st, 2010

DEEPWATER HORIZON RESPONSE

Unified Area Command - New Orleans

BP Vessels of Opportunity (VOO) Program

Description of Strategy, Policy and Process

1. INTRODUCTION

BP has been designated as a responsible party under the Oil Pollution Act of 1990 ("OPA") and has accepted that designation. BP will carry out its responsibility under OPA and will pay all necessary response costs and legitimate claims for damages recoverable under OPA that were caused by the oil spill from MC 252 following the Deepwater Horizon Incident on April 20, 2010.

1.1 VoO Strategy

To mobilize independently contracted vessels to support specific oil recovery activities in each State, with a strong bias to commercial and charter fishing vessels, operated by their owners

The program aims to use a range of 2000-3000 vessels/day to support ongoing oil recovery operations. Daily vessel mobilization numbers are demand driven, and requested via ICS 204s as part of the incident command protocol. A 2.5 to 1 ratio will be used to build up an inventory of available vessels.

An inventory of 'available' independently contracted vessels will be maintained by each Branch, in a single standardized VoO Database. Inventory levels will be monitored to ensure capacity for ongoing operations, vessel rotations and any element of ramp up that may be required. The response Gulf Coast inventory is envisioned to be in the range of 6500 to 7500, subject to change if Miami IC starts up a VoO fleet.

Recreational vessels may only be deployed on an exceptional basis

1.2 VOO Scope

Each ICS Branch will use a standard VoO Taskforce/Strike Team architecture, with a vessel make up and size to suit the activities required in that particular geographic area:

		VESSEL SIZE (FT)			
		<30	30-45	45-65	>65
ZONE	WELL SITE - *Within 5 NM of the MC252 well.*	-	-	YES	YES
	OFFSHORE - *Greater than 3 NM of the maritime baseline out to the Well Site*	-	YES	YES	YES
	NEAR-SHORE - *Within 3 NM of the maritime baseline.*	YES	YES	YES	YES
	IN-SHORE - *Waters inside the maritime baseline. Includes beaches, marshes, and estuaries.*	YES	YES	-	-
	SHALLOW - *Less than 6 ft of water.*	YES	-	-	-

RESPONSE ACTIVITY					
	Boom Deployment	-	-	YES	YES
	Boom Tending/Maintenance	YES	YES	-	-
	Skimming Operations (trawling containment boom or similar operations)	-	-	YES	YES
	Sheen, Light Oil Recovery, and Tar Ball Recovery (excludes containment boom)	YES	YES	-	-
	Removal of Oily Waste (sorbent booms and pads)	YES	YES	YES	YES
	Decontamination Support	YES	YES	YES	-
	Transportation - Supplies	YES	YES	YES	YES
	Transportation - Personnel/Wildlife	YES	YES	-	-

Template for Branch Task Force and Strike Team Demand Plans

1.3 Boundaries & Biases

Boundaries

- Standardized Strike team and Taskforce structure
- Taskforces report to ICS Branch level
- Branch operates to a single VoO policy, and set of operating procedures
- Daily activated vessel numbers are operationally driven by taskforce demand
- Contracts are with in-state licensed commercial and charter fishing vessel owners, registered prior to March 31, 2010
- Vessels contracted to operate out of their registered state port but may cross state lines for operational clean up activity

Biases

- Registered Vessel Owner/Operators get priority over 'passive owners' (eg Lawyer, Doctors)
- Limit activation to 1 Vessel per Owner until vessel type supply is exhausted
- Deploy vessels of opportunity to oil recovery work, including all transportation
- On water oil surveillance is done from the air
- Rotate vessels (where we can operationally) to maximize participation

1.4 Inventory by State

Branch instructs VoO Logistics to contract with commercial fishing/charter fishing vessel to inventory levels agreed with ICP/Area Command. Ramp up above this will be agreed in advance and will be targeted by vessel type and geography. Branch Ops or Staging Teams do not have the delegation to sign up new contracts.

1.5 Program Qualification & Payment Overview

Independent vessel owners/operators are given preference to contract into to the VoO program pool (vs incorporated companies).

To qualify for the program, boat operators and crew must meet several key requirements, including completing four hours of federal marine training, passing a U.S. Coast Guard approved vessel dockside examination, having an operable VHF-FM radio on their vessel, and meet crew manning requirements based on vessel size. These requirements may be subject to change by US Coast Guard or OSHA.

Qualification alone, however, does not guarantee participation as actual usage of vessels depends on Branch taskforces required and ongoing operational activity

At the end of an initial trip, the first payment will be processed within 15 days of the invoice for services rendered. Thereafter, vessel operators and crew will be compensated on a 14 day cycle for their services provided during this period. A standard payment rate is outlined in the contract the owner/captain signs with BP.

This document overview the steps by which the program will be run during the Deepwater Horizon response period.

2. CONTRACTING PROCESS

2.1 Initial Registration of Interest

New demand for VoOs is set by Branch Head, who may work with local community stakeholders to ensure fair and equitable access to new openings

Training sessions for those contracting to VoO require specific marine training and will be run separately from other responder training. BP community outreach offices will support such events but will not authorize them.

Supporting announcements may also be made via local media, internet sites and will be pre-recorded via the VoO call line **1-866-279-7983.**

2.2 Vessel Contract Process

New contract announcements will detail type of vessel the registration opportunity is open for ie. activities to be performed, vessel technical specification.

Boat details gathered and entered into VoO database will include Name, Licence number, Home State, Type, Purpose, Length, Nos of Generators, Bunk Capacity, Engine HP, No of Engines, Drive Type, Fuel Storage, Burn Rate, Fuel Type. This Vessel data

will be used to ensure the appropriate vessel is selected for activation to meet Operations demand. It will also be noted at this point if vessel type is considered suitable for rotational work or longer periods

2.3 Vessel Type and Initial Vessel Safety Certification

As summarized above, we have a strong bias for Owner/Operated Commercial and Charter Fishing vessels. Any other vessels will be contracted on an exception basis.

The vessel owner/operator is required to self-certify pre-determined safety equipment at sign-up along with confirmation of vessel seaworthiness. This is done in part by the completion of a Vessel Information Sheet during the contracting process. (Appendix 1) The vessel owner/captain will also be asked to ensure his/her crew are fit for work, including being drug and alcohol free when reporting for duty and the owner is expected to take responsibility for their ongoing fitness for work. A Fitness for Work Checklist will be provided to contracted vessel owners for this purpose as the time of training. (Appendix 2). BP reserves the right to conduct drug and alcohol testing at any time as part of its established Code of Conduct. Additionally, USCG vessels may approach and conduct similar checks. If crews are found to be unfit, the vessel will not be put on water.

Vessels will be further vetted during staging to ensure they meet safety regulations and are suited to the required activities. This will include photography as part of the safety inspection at the staging site and/or deployment port. If a vessel is inspected and deemed not seaworthy it will be removed from the VoO pool by Branch Command and noted in the central database system

VoO vessels integrated into task forces have recognized tracking systems via the lead vessel. AIS tracking may be required by US Coast Guard for offshore zones (Greater than 3NM of the maritime baseline out to the source zone) Specific tracking systems will be agreed with USCG and be used consistently across the Gulf Region

2.4 Induction and Mandatory Safety Training

Vessel Owners must be registered to be invited to attend 4 hour OSHA training.

On completion of OSHA marine training and once the signed contract is returned to the VoO Logistics Branch Lead for signature (not community offices), the vessel status will shift to *'Available'* in the central database. This is the responsibility of the VoO Logistics Branch teams.

HAZWOPER trained personnel are required on all vessels deployed who make contact with oil. If crew members do not have this certification, in-state personnel will be sourced by an approved vendor or ICP/Branch will arrange local training classes.A Safety Training Fact sheet (Appendix 3) summarises the Unified Command safety policy for contracted labour involved in VOO operations. Training Inductions will be run by Worley Parsons (MOB), PEC Premier (HOU) Inspections and Photography services will be run by Jackson Marine Offshore.

BP will only sign a vessel contract when the Marine Safety training has been completed.

2.5 Activation into Response Operations

A vessel becomes 'Active' via ICS 204s. The activation process will be managed through each Branch within an ICP:

1. Branch builds the demand work plan. Operations Branch Staging (FoCs) provide a 48 hour look ahead demand plan for VoO to Logistics Staging VoO
2. Selected vessels are called out by Logistics VoO Branch and put on active status in preparation for deployment. (Note: process in x3 LA parishes varies due to historical agreements)
3. Vessel Owners have the option to decline but remain in the pool.
4. If the Vessel Owner accepts, they will be given dispatch instructions at this time and reports to the staging site at appointed time
5. Vessel safety is vetted via inspection and photography by Jackson Marine Offshore or designee using US Coast Guard prescribed guidelines. A standard system is used by all sites to record vessel status.
6. Vessel is deployed into taskforce/strike team for pre-agreed period.
7. Once activated, owners and deck hands must staff the vessel at all times
8. Vessel may be rotated on/off to maximize participation locally where it is operationally efficient and where supply is sufficient to do so

Further technical training (classroom or on water) may be required for specific activities and is arranged and funded by BP

Vessel usage may change depending on weather and other operational factors. If a vessel is stood down for operational or weather related reasons, ie. not deployed on water, no payment is made.

All BP VoOs will be externally marked with a common identifiable pennant (a VoO flag) to signify that it is active as part of the response effort

2.6 Language Support

Enrollment, training and materials relating to VOO will be provided in English and translation can be made available as needed for Vietnamese, Spanish or Khmer native speakers.

2.7 Compensation Rates & Process

Vessel Owners must supply a completed W9 form, banking information (for direct depositing of payments) to BP's VoO contract administration and payables processing partners. In addition:

- Crew members must sign in daily (paper or ID badge system) to ensure time sheets collected to support vessel payments match worked periods.
- Crew Member names, contact information and training location need to be included in time sheets

- After the initial trip, BP's payroll administrator company will initiate payments every 14 days to the contracted VOO vessel owners based on days worked in that period.
- Once the payroll administrator receives the invoice they will also reconcile for Incidentals and Expenses (such as fuel charges, meals etc.)

When a vessel is deployed from the pool for operational duty, the owner /captain will be paid at pre-agreed rates based on vessel length as outlined in the signed contract, and summarized in Table B below. The captain is responsible for the payment of his crew.

Vessel Services	Fixed Rates
1. Actual spill response as defined in contract - Vessel >65' - Vessel >45'-65' - Vessel >30'-45' - Vessel less than 30'	 $3000/24 hour day $2000/24 hour day $1500/24 hour day $1200/24 hour day
Crew Services	
1. Actual spill response, classroom training, table top activities or meetings as defined in contract	$200.00/8 hour day/crew member If 12 hours are worked will be pro-rated to $300/day/crew member
	Meals provided by Vessel Owner

TABLE B

2.8 Fuel Payment

BP shall provide or otherwise reimburse VOO owner at the current commercially available rate per HP/100 x 3 x Hrs. dispatched x current fuel rate for diesel, gas and auxiliary fuels. It is recognized that in practice contracted vessels owners may submit receipts for fuel used as an alternative to the above formula.

Vessels are requested to come with full tanks when activated into operations. Fuel receipts for initial launch are required to be included in invoice submission, along with additional charges allowable by contract must be supported by receipts.

When vessels do not come ashore every evening, BP contracted fuel barges will provide re-fueling services offshore

2.9 Vessel Rotation Policy

We intend to rotate in/out a number of vessels/crews resulting in more equitable time on the water for those in the contracted VoO pool. Key principles to manage this are:

- When vessels/crews have been 'on hire' for ~30 days, they rotate out to enable others to participate in the program (this is subject to supply being sufficient)

- Vessel Rotations will be based on cumulative time "on hire" (those with the most cumulative time rotate out first and those with the least rotate in first.
- Cumulative time starts from when first activated (ie. not from this point forward)
- Strike teams may be rotated out together to maintain their base organization
- Supplies and wildlife transportation vessels will automatically rotate out on Day 30 as these are not subject to specialist/technical equipment or operations.

Branches will publish the rotation line-up and will determine the timing of these rotations in line with above principles

2.10 Insurance

As independent contractors Vessel owners are not "insured" by BP for this work. As outlined in the contract with vessel owners, BP will pay the increased premium for the vessel owner who gets insurance which suits the spill response.

2.11 Injury Management

Any injuries sustained by contracted vessels will be reported via existing ICS procedure. If an independent contractor or crew member suffers an injury while on active deployment, and has not got appropriate medical coverage, BP will support through payment of reasonable medical bills, recognizing this is a 3rd party and not a BP employee. A standard policy and set of guidelines will guide the steps in this process.

2.12 De-Contamination and De-activation of Vessels

Vessels operating in oil recovery operations will be routinely cleaned by BP to remove any oil prior to entering the harbor. This will be done in accordance with a standard scope and procedure by qualified contractors, paid for by BP.

A standard Demobilization procedure will be used for all VoOs leaving the program, including off-hire damage surveys. BP will provide a standard letter to confirm to vessel owners when they are off-hire to assure rigor in information and to support the final payment process.

2.11 VoO and Claims Process

Those who participate in VoO are not restricted from filing loss of income, damage or other types of claims due to the Deepwater Horizon incident and the spill impact.

If a party feels its business has been financially impacted by the spill you can file a claim, either by calling the BP claims line at 1 800 440 0858 or by visiting a BP claims office

Instructions for participating in the program, along with the schedule of these sessions, can be found on the JIC web site

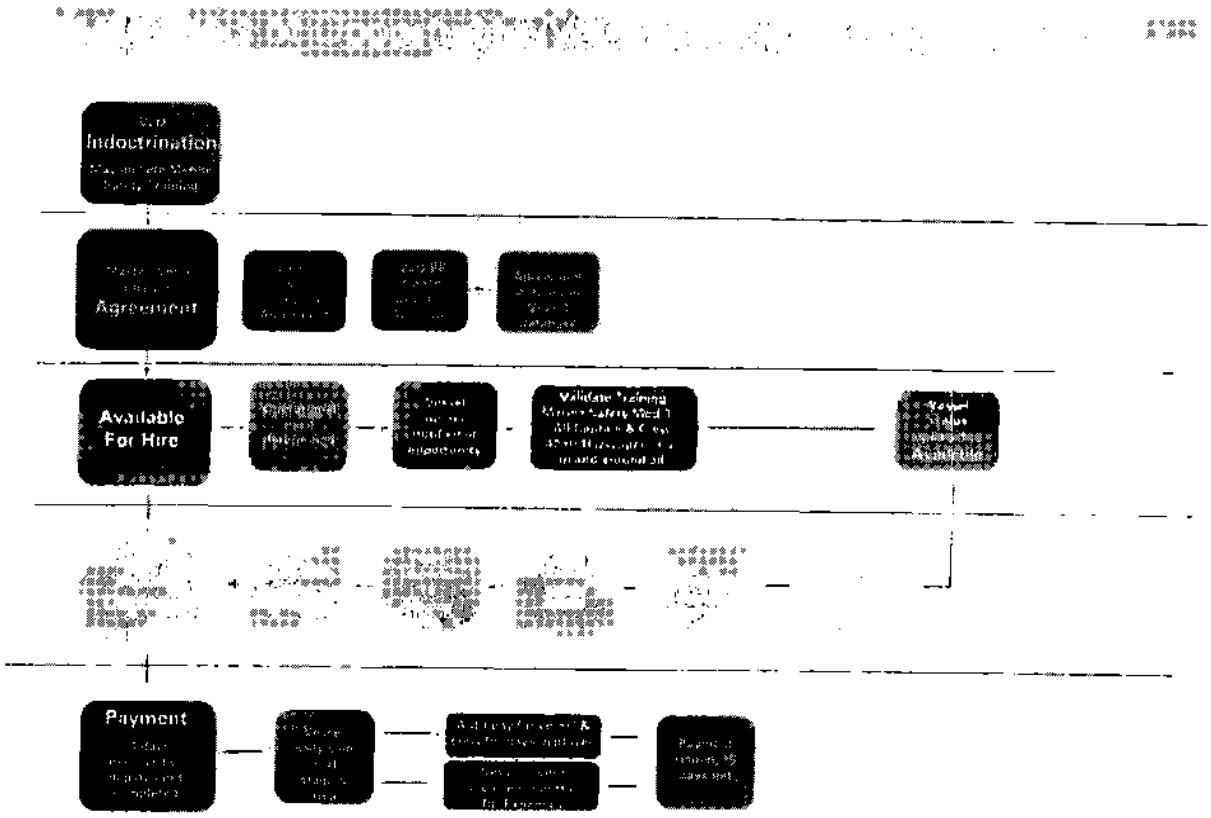
http://www.deepwaterhorizonresponse.com/go/doc/2931-542683

Appendix 1 - Vessel Charter Agreement Master Contract

Appendix 2 - Vessel Owner Obligations: A Fitness for Work Checklist

Appendix 3 - General Factsheet on VOO Contracted Labor Health & Safety

Appendix 4 - Branch Operations Organization for VoOs



MC252 VESSEL OF OPPORTUNITY
MASTER VESSEL CHARTER AGREEMENT

This Master Vessel Charter Agreement (hereinafter referred to as the CHARTER) is by and between BP Exploration & Production Inc. (hereinafter referred to as CHARTERER), and _____ hereafter referred to as VESSEL OWNER), is entered in connection with response to the MC252 Deepwater Horizon Incident, and applies to each VESSEL described in an Exhibit "A" (Vessel Information) (only one VESSEL per exhibit) that has been signed by VESSEL OWNER, and signed and numbered (with a unique contract number) by CHARTERER.

ARTICLE 1. TERM OF CHARTER

A. Subject to the availability (as mutually agreed upon between CHARTERER and VESSEL OWNER) of the vessel described in Exhibit "A" (hereinafter referred to as VESSEL), VESSEL OWNER agrees to let and CHARTERER agrees to hire the VESSEL from time to time as may be requested by CHARTERER. VESSEL OWNER shall deliver or otherwise make available the VESSEL to CHARTERER and place the VESSEL at CHARTERER's disposal at a mutually agreed location,. The term of the CHARTER shall commence on the date of the departure of the VESSEL from the mutually agreed location of delivery into the service of Charterer, and shall be referred to as the "CHARTER TERM." CHARTERER may terminate the CHARTER at any time and the CHARTER TERM will terminate as set out in Paragraph B of this Article 1.

B. The VESSEL shall be delivered at the commencement of the CHARTER TERM, fully tanked with fuel, hydraulic fluid, lubricated, manned, provisioned and ready in all respects to perform SERVICES as required by this CHARTER. The VESSEL shall be redelivered to VESSEL OWNER at the close of each CHARTER TERM to the original point of delivery by CHARTERER, as determined by off-hire dispatch notification, unless VESSEL OWNER elects not to return directly to the point of dispatch, in which case, the CHARTER TERM shall cease immediately upon such election.

ARTICLE 2. EMPLOYMENT AND SERVICES OF VESSEL

A. During each CHARTER TERM, the VESSEL shall be employed exclusively for CHARTERER's use as a vessel of opportunity in the carriage of CHARTERER's employees, contractors, business invitees, equipment and provisions and in the performance of various tasks associated with oil spill response and containment efforts as directed by CHARTERER (hereinafter referred to as SERVICES). Such SERVICES shall include, but not be limited to, tending or deploying boom and skimming equipment, skimming operations, recovering oiled debris, collecting garbage, assistance with wildlife operations and towing equipment. BP, in cooperation with OSHA and the U.S. Coast Guard, has developed a training and safety program ("HORIZON Response Program" or "HRP") for VESSELS and VESSEL crews engaged in oil spill response activities under this CHARTER. The HRP was approved by OSHA on May 7, 2010 and received approval from the U.S. Coast Guard on May 8, 2010. Per OSHA and U.S. Coast Guard directives, the HRP is subject to continuous improvement processes. As of May 10, 2010, BP will ensure that all VESSEL crews engaged in oil spill response activities (1) receive all necessary training for such activities as per the HRP, (2) receive all necessary credentials for such activities as per the HRP, and (3) receive all necessary protective equipment for such activities as per the HRP. The VESSEL shall be available and at CHARTERER's disposal for operation twenty-four (24) hours per day. The VESSEL shall not be used for any purpose other than performance of SERVICES during the CHARTER TERM.

B. The whole reach of the VESSEL's deck and accommodation spaces shall be at CHARTERER's disposal, reserving only proper and sufficient space for VESSEL OWNER's crew.

ARTICLE 3. PERFORMANCE OF VOYAGES

During the employment under this CHARTER, the VESSEL OWNER or its designated master shall perform all voyages without delay VESSEL OWNER or its designated master shall load, stow, and trim

the VESSEL. The decision to proceed on a trip in the face of adverse or changing weather or sea conditions shall be the sole decision of the VESSEL OWNER or the designated master.

ARTICLE 4. OPERATION IN COMPLIANCE WITH LAW

A. VESSEL OWNER warrants (i) that it has the right to charter the VESSEL to CHARTERER, (ii) that the VESSEL is entitled to perform the SERVICES under all applicable law (including having all endorsements on its documentation that may be required to perform the SERVICES in accordance with applicable law) and (iii) that the same is free of all encumbrances which might disturb CHARTERER's full right to SERVICES described in this CHARTER. The VESSEL OWNER shall exercise due diligence to deliver and maintain the VESSEL in a seaworthy condition. The VESSEL must display a current United States Coast Guard Safety Examination decal, unless otherwise approved by the CHARTERER. The VESSEL shall be operated, manned and maintained by VESSEL OWNER at all times during the term of this CHARTER in accordance with all applicable state and federal laws, rules and regulations, including (but not limited to) life saving requirements and operating area limitations. The VESSEL OWNER warrants to exercise good faith in the performance of each and every obligation under this CHARTER.

B. VESSEL OWNER shall be responsible for paying any civil, criminal, or administrative fines, citations, or penalties that VESSEL OWNER may incur as a result of VESSEL OWNER's violation of any laws, rules, or regulations during the term of this CHARTER.

C. VESSEL OWNER shall indemnify and hold CHARTERER harmless from any liability for personal injury, death, or property damage attributable to VESSEL OWNER's intentional misconduct constituting a violation of state or federal criminal law.

ARTICLE 5. DESCRIPTION OF VESSEL

The VESSEL and its capabilities and capacities are described in Exhibit "A". VESSEL OWNER warrants, in good faith, the accuracy of all information set forth in Exhibit "A" and that the VESSEL has the capabilities and capacities as set forth in Exhibit "A" and that it shall be seaworthy (Fit for Purpose) at the time of delivery to CHARTERER.

ARTICLE 6. MANNING REQUIREMENTS

A. VESSEL OWNER shall at all times man the VESSEL with a sufficient number of competent and properly licensed crew and/or deckhands trained and experienced in the operation of the VESSEL in the waters in which the VESSEL is to operate under this CHARTER. The specific number of crew shall be two (2) crew members (captain and one crew) for vessels under 41 feet in length, and three (3) crew members (captain and 2 crew) for vessels 41 feet or greater in length, unless otherwise approved by CHARTERER. VESSEL OWNER shall cause the crew of the VESSEL to carry out their duties with due care and workmanship and the utmost dispatch and diligence. VESSEL OWNER shall be responsible for properly receiving and stowing all cargo, including maintenance of the proper trim and draft of the VESSEL. Cargo loading and unloading operations shall be under the supervision and control of VESSEL OWNER. VESSEL OWNER and crew shall operate the VESSEL in such a way as to not cause unreasonable risk or avoidable damage to any personnel or cargo. Through notification to, and upon advance approval by, CHARTERER, VESSEL OWNER may provide additional crew members.

B. VESSEL OWNER warrants that the crew to be provided by VESSEL OWNER shall meet legal manning requirements in accordance with all applicable law for uses and purposes of the VESSEL required hereunder and as more particularly stated in ARTICLE 2 - EMPLOYMENT AND SERVICES OF VESSEL. The VESSEL's crew shall be VESSEL OWNER's employees at all times. VESSEL OWNER shall pay all wages, fringe benefits, applicable taxes, expenses, applicable fees/taxes, and transportation costs required for the VESSEL's crew.

ARTICLE 7. RADIO COMMUNICATIONS

VESSEL OWNER shall have, as a minimum, the following radio equipment in a functional and working condition at all times on VESSEL: one (1) VHF marine radio. Except when outside of communication range, VESSEL OWNER may be required to maintain constant communications on an hourly basis with the assigned Task Force Leader (TFL) and/or CHARTERER designated dispatcher by monitoring the VHF marine radio and providing VESSEL's position as directed by TFL and/or dispatcher. If VESSEL OWNER fails to comply with the provisions of this Article, CHARTERER may terminate this CHARTER upon twenty-four (24) hours notice, to be confirmed in writing.

ARTICLE 8. VESSEL PROVISIONS

A. VESSEL OWNER shall provide and pay for any other supplies necessary for the VESSEL's mechanical functioning, except as provided in Exhibit "B". VESSEL OWNER shall provide and pay for all expenses necessary for the maintenance of the crew including, but not limited to, provisions (except as otherwise provided by CHARTERER as described in this ARTICLE), commissary, water, laundry and any necessary lodging.

ARTICLE 9. MAINTENANCE OF VESSEL

VESSEL OWNER shall maintain the VESSEL's hull and machinery in a seaworthy condition (Surveyor designation of "Fit for Purpose"). CHARTERER shall provide or otherwise reimburse VESSEL OWNER's actual cost of hull and gear cleaning and decontamination if VESSEL requires such cleaning as a direct result of SERVICES under this CHARTER.

ARTICLE 10. HIRE

A. CHARTERER will pay VESSEL OWNER for each CHARTER TERM or SERVICES satisfactorily performed and accepted by the CHARTERER in accordance with Exhibit "B" Any amendment or modification of this CHARTER must be in writing and duly executed by both parties in order to be binding. Provided, however, that CHARTERER shall be entitled at any time during the term of this CHARTER to revise Exhibit "B", by submitting or making available for viewing to VESSEL OWNER, a new Exhibit "B".

B. CHARTERER shall pay Hire for the VESSEL and the SERVICES to be provided by the VESSEL OWNER, for each CHARTER TERM in accordance with the following provisions. For the purposes of ARTICLE 10 - HIRE, a day shall be deemed to be any portion of a twenty-four (24) hour period beginning at 12:00 midnight and ending at 11:59 pm. For the purposes of vessel length, all vessels will be rated on the generally accepted term of L.O.A. (Length Over All).

1. For a CHARTER TERM during an actual oil spill, the fixed rate per foot of vessel length (as stated in Exhibit "B") plus crew wages.

2. For a CHARTER TERM during an oil spill drill including but not limited to the requirement for deployment of boom a fixed rate per foot of VESSEL length (as stated in Exhibit "B") per day plus crew wages.

3. (Deleted)

4. Training may consist of any of the following:

   a. Classroom training will be defined and approved in advance by the CHARTERER. A fixed rate per crew member in attendance, per day, will be paid to the VESSEL OWNER . During periods such as classroom training, Workers Compensation Insurance will be provided. The VESSEL shall not be considered under HIRE for insurance purposes, therefore insurance shall not be provided during these times.

5. Compensation for CHARTERER requested additional crew members will be paid to the VESSEL OWNER.

6. CHARTERER may request that the VESSEL OWNER perform services within the capabilities of the VESSEL not identified above. Such services are to be performed by VESSEL OWNER only upon a receipt of a written work order signed by the CHARTERER, except that a verbal order will suffice in an emergency; such verbal order to be confirmed by written work order after issuance of the verbal order. Compensation will be negotiated for each specific work order. No payment will be made for such services or items not authorized by a written work order.

C. Only with CHARTERER's prior written approval, CHARTERER shall reimburse VESSEL OWNER's reasonable costs incurred and paid for by VESSEL OWNER and designated crew for travel, meals and lodging when attending CHARTERER provided or approved training or meetings unless otherwise provided by CHARTERER. Reimbursable costs will be stated in Exhibit "B".

D. The termination of the CHARTER TERM (termination of dispatch) is determined by the time the VESSEL is secure in its moorings at the original point of delivery during drills and exercises, and secure at its mooring after final decontamination after an oil spill response (which process shall be promptly undertaken without delay). If termination is by VESSEL OWNER, termination of dispatch shall be on the last day the VESSEL actually performed SERVICES as directed by CHARTERER during the CHARTER TERM.

E VESSEL OWNER shall be compensated at the end of the CHARTER TERM, and if the CHARTER TERM is longer than fourteen (14) days then invoices may be submitted every fourteen (14) days. The VESSEL OWNER shall provide all necessary information with an invoice to CHARTERER. Payment of all sums due shall be made within fifteen (15) days of receipt of an invoice and supporting documentation by CHARTERER.

ARTICLE 11. PORT FEES, MOORAGE, TAXES

A. CHARTERER shall pay for all port fees and moorage that may be incurred as a direct result of this CHARTER while the VESSEL is away from its home port VESSEL OWNER shall pay all taxes incidental to use of the VESSEL.

B. The VESSEL shall be loaded and unloaded at any dock, berth, or place that CHARTERER may direct, as approved by VESSEL OWNER, which approval shall not be unreasonably withheld. VESSEL OWNER shall assist CHARTERER in locating and selecting the docks and landings suitable to accomplish the safe loading and unloading of passengers and cargo.

ARTICLE 12. BREAKDOWN: DEFICIENCY OF CREWING OR STORES

A. In the event of any loss of time, not due to fault of CHARTERER, on account of: dry-docking or other necessary measures to maintain the efficiency of the VESSEL; deficiency of crewing or stores; breakdown of machinery, gear or equipment, damage to hull; collision; breach of orders; neglect of duty of master, officer or crew; strike or other labor stoppages of master, officers or crew; refusal to sail; stranding; fire; difficulties to the VESSEL's flag, ownership or previous ports of call; requisition of title or use of the VESSEL; failure to comply with rules, regulations or laws of ports of call; interference by authorities; detention of VESSEL or master or officers; or any other similar accident or event whatsoever either hindering or preventing the full working of the VESSEL, then no HIRE is to be paid for any time loss until the VESSEL is again in sufficient state to fully resume SERVICES and, has regained a position equivalent to the position occupied at the time just prior to the accident or occurrence

B. In the case of the VESSEL taken off-HIRE while on a voyage by reason of an accident or occurrence described in 12A above, the hire shall be suspended from the time of the accident or occurrence until the VESSEL is again in the same position as before the accident or occurrence and the VESSEL returns to an equivalent position or a substitute voyage directed by CHARTERER.

C During the period of off-HIRE all reimbursable items identified in ARTICLE 10 - HIRE and ARTICLE 11 - PORT FEES, MOORAGE, TAXES that would otherwise be for CHARTERER's account under this CHARTER shall be for the VESSEL OWNER's account.

D. It is understood that the VESSEL shall use due diligence to comply with all applicable federal, state and local environmental protection and safety laws, regulations, and stipulations when performing SERVICES in effect at all ports within the trading limits. If the VESSEL is found not to comply with any such rule, regulation or law, VESSEL OWNER shall take immediate measures to comply, and all expenses incurred as a result of such failure to comply shall be for VESSEL Owner's account under the off-HIRE provisions of ARTICLE 12.

E. If the VESSEL is lost or becomes a constructive total loss, HIRE shall cease at 11:59 PM of the day of VESSEL loss or constructive total loss. If the VESSEL is missing, HIRE shall be suspended as of 11:59 PM on the day when the VESSEL was last heard from and until the VESSEL's safety has been established, unless loss of contact is deemed to have occurred through no fault of VESSEL OWNER or breakdown of the VESSEL's equipment.

F. Any HIRE paid for in advance is to be adjusted by refund or deduction from future payments for any off-HIRE or suspension during the period for which payment was made.

G. If the VESSEL is off-HIRE for a period of time exceeding twenty-four (24) hours for any of the events referred to in ARTICLE 12, CHARTERER may terminate this CHARTER at its sole option if VESSEL OWNER is not making best efforts to return to a safe harbor.

ARTICLE 13. INSURANCE

A. VESSEL OWNER confirms that it will maintain in place any insurance policies it is carrying as of the date immediately prior to entering into this CHARTER or that it routinely carries for its usual operations

B. The insurance coverage referred to in Paragraph A above shall remain in effect during the CHARTER TERM, when the VESSEL is on HIRE for training as directed by CHARTERER, or the VESSEL is on HIRE for oil spill response. The time of coverage shall be from dispatch until termination of dispatch by either the VESSEL OWNER or CHARTERER.

C. Insurance coverage may be activated for VESSELS that choose to travel to a remote site the day prior to an exercise or drill with prior approval by the CHARTERER. The VESSEL will only be considered on-HIRE for the purpose of insurance and will not receive any compensation.

D. In the event of any happening that may result in a claim against the coverage afforded in Paragraph A, prompt notice thereof shall be given to the party first aware of such claim in order to afford both parties an immediate opportunity to investigate the facts and circumstances giving rise to the potential claim

E. The parties understand and agree that the insurance coverage summarized in Paragraph A is more particularly described in the insurance policies, the terms, conditions and exclusions of which shall control.

Note: Copies of the insurance policies summarized in Paragraph A are available upon request.

F. VESSEL OWNER warrants that during the term of this CHARTER that as to the insurance described in Paragraph A of this Clause 13, it shall:

1. Pay all premiums to keep such insurance policies in full force and effect on the terms and conditions more particularly described in such policies.

2. Will not modify, amend or otherwise agree to any reduction in coverage afforded under the policies.

G. If VESSEL OWNER has a claim against CHARTERER or has Notice of any claim(s) for which CHARTERER is or could be accountable:

1. VESSEL OWNER will exercise good faith and prudent management of all claims, including third party claims, and will not defend or settle third-party claims without CHARTERER's knowledge and prior written consent.

H. In the event VESSEL OWNER's cost for insurance as provided for hereunder is, by virtue of the SERVICES being provided hereunder, in excess of that normally paid by VESSEL OWNER for its standard coverage, then CHARTERER agrees to pay the cost over and above that normally incurred by VESSEL OWNER for its standard coverage. VESSEL OWNER shall advise CHARTERER of such excess cost before incurring same and shall document the amount of such cost it is claiming for. Nothing herein shall prevent CHARTERER from taking out insurance for any risks it may deem appropriate but nothing herein shall require CHARTERER to do so.

ARTICLE 14. SALVAGE

All derelicts and salvage shall be for VESSEL OWNER's and CHARTERER's equal benefit, after deducting VESSEL OWNER's and CHARTERER's expenses and crew portion.

ARTICLE 15. CHARTER NOT A DEMISE

Nothing stated in this CHARTER is to be construed as demise of the VESSEL to CHARTERER. VESSEL OWNER shall at all times remain responsible for the navigation of the VESSEL, acts of pilots, tug vessels, crew, and all other similar matters as if trading for its own account.

ARTICLE 16. CHARTERER'S USE OF VESSEL

During the CHARTER TERM the VESSEL OWNER shall not make any other use of the VESSEL without CHARTERER's prior authorization. In addition, the VESSEL OWNER shall not allow on board the VESSEL any non-crew member who would interfere with the VESSEL OWNER's performance of SERVICES under this CHARTER. If the VESSEL OWNER allows on board the VESSEL any persons who are not crew members, or CHARTERER employees, or business invitees, the VESSEL OWNER shall be solely responsible for any liability for any injury to or death to any such person attributable to that person's presence on board the VESSEL. In no event shall CHARTERER be liable for any expenses resulting from the injury to or death of any such person allowed on board without CHARTERER's prior authorization.

ARTICLE 17. VESSEL OWNER IS INDEPENDENT

A. VESSEL OWNER and its employees and any approved Subcontractors and their employees are independent contractors and are not employees, partners, or joint ventures with CHARTERER. VESSEL OWNER and Subcontractors and their respective employees will not represent CHARTERER in performance of SERVICES under this CHARTER, or engage in any conduct that would imply that VESSEL OWNER and Subcontractors and their respective employees are other than independent contractors.

B. VESSEL OWNER is responsible for the manner, means and methods of performing SERVICES under this CHARTER.

C. VESSEL OWNER shall pay all federal and state taxes, contributions and/or assessments associated with the performance of SERVICES, including, but not limited to, income taxes and self-employment taxes, and shall be responsible for providing its own employee benefit plans.

D. VESSEL OWNER acknowledges and understands that as an independent contractor, VESSEL OWNER and its employees and Subcontractors and their employees are not eligible for any employee benefits under any plans maintained by CHARTERER, including, but not limited to, the CHARTERER Savings and Investment Plan, Pension Plan, Sick Pay Plan, Long Term Disability Insurance Plan, Voluntary Personal Accident Insurance Plan, Severance Plan, Group Life Insurance Plan, Dental Plan, Occupational Death Plan, Business Travel Plan and Medical Plan.

E. VESSEL OWNER will indemnify, defend and hold CHARTERER and its respective employees and agents harmless from and against any and all claims, demands, actions, losses, expenses and/or liabilities resulting from or related to:

1. Any claim, demand, and/or determination that VESSEL OWNER, its employees and/or Subcontractors and their employees are not independent contractors in connection with the performance of SERVICES under this CHARTER, including, but not limited to, any claims or liabilities for regular or overtime wages, salaries, taxes, contributions, and/or assessments; and/or

2. Any claim, demand, and/or determination that VESSEL OWNER, its employees and/or Subcontractors and their employees are entitled to benefits in connection with the performances of SERVICES under this CHARTER under any employee benefit plans maintained by CHARTERER; and/or

3. Any claim, demand, and/or determination that VESSEL OWNER's employees or Subcontractors' employees are entitled to additional compensation or benefits as a result of VESSEL OWNER's employment policies and practices; and/or

4. Any claim, demand, and/or determination that VESSEL OWNER's employees or Subcontractors' employees are entitled to additional compensation or benefits, of whatever kind or character, or damages, of whatever kind or character, based on whole or in part upon theories that they are direct, dual, loaned, borrowed, and/or co- employees of CHARTERER, in addition to being employees of VESSEL OWNER or Subcontractor.

5 Should VESSEL OWNER or Subcontractor assume the defense of CHARTERER pursuant to Paragraph E, CHARTERER shall also be entitled to separate defense and representation of its interests through counsel acceptable to CHARTERER.

ARTICLE 18. NOTICES

All notices and communications from VESSEL OWNER to CHARTERER and from CHARTERER to VESSEL OWNER shall be addressed as follows:

CHARTERER:

BP Exploration & Production Inc
Attn: VoO Logistics
_____
_____
_____
_____
_____
(to be completed by VoO Logistics)

VESSEL OWNER: (See Appendix A)

ARTICLE 19. CHOICE OF LAW AND FORUM

The rights and obligations of the Parties to this CHARTER including all matters of construction, validity and performance, shall in all respects be governed and enforced in accordance with the general maritime laws of the United States. In the event, but only in the event, the maritime laws of the United States do not apply, the laws of the State of Louisiana shall govern. Any litigation arising out of or relating to the CHARTER may be brought in a court of competent jurisdiction in New Orleans, Louisiana or Houston, Texas.

ARTICLE 20. AUDIT AND TERMINATION

At any time during the term of this CHARTER, CHARTERER shall have the right to audit logs, books, payrolls, and records relating to any of the services performed hereunder. In addition to any other right of termination herein, VESSEL OWNER may terminate this CHARTER or any company listed in Exhibit "A" at any time for any reason whatsoever by giving the said party twenty-four (24) hours advance written notice of such termination, and any company listed in Exhibit "A" may terminate its obligations upon (24) hours advance written notice to CHARTERER.

ARTICLE 21. ASSIGNMENT/SUBCONTRACTING

A. VESSEL OWNER will not assign any of its rights or delegate any of its obligations under this CHARTER without prior written approval from CHARTERER. CHARTERER's approval of any assignment, subcontract or delegation will not relieve VESSEL OWNER of any responsibility under this CHARTER.

B. VESSEL OWNER shall not assign any rights or delegate any obligations hereunder without CHARTERER's prior written approval, which shall not be unreasonably withheld. Any such unauthorized assignment shall be void. CHARTERER may assign this CHARTER to third parties specifically including any of its respective affiliates or a response action contractor.

ARTICLE 22. WAIVER

If CHARTERER fails to enforce any right or remedy available under this CHARTER, that failure will not be construed as a waiver of any right or remedy. A waiver of any claim, demand, right or remedy based on the breach of any provision of this CHARTER will not be construed as a waiver of any other claim, demand, right or remedy based on a subsequent breach of the same or any other provision.

ARTICLE 23. SEVERABILITY

If any part, term or provision of this CHARTER is determined by a court of competent jurisdiction to be unlawful or unenforceable, the validity and enforceability of the remaining parts, terms and provisions will not be affected.

ARTICLE 24. ENTIRE AGREEMENT; SUCCESSORS

A. This CHARTER includes Exhibits A, B, and C attached hereto and constitutes the entire agreement between the Parties with respect to this CHARTER. This CHARTER cancels and supersedes all prior negotiations, representations or agreements, both written and oral, including any proposals submitted by VESSEL OWNER. The Parties have not been induced by any representation, statements or agreements other than those expressed in this CHARTER. No changes, alterations, or modifications to this CHARTER will be effective unless made in writing and signed by both Parties.

B. This CHARTER will benefit and bind the successors, representatives and assignees of both Parties.

ARTICLE 25. PRIORITY OF TERMS

In the event of any conflict or inconsistency between the various parts of this CHARTER, the Articles will take precedence over all other parts of this CHARTER, including any Exhibits, Attachments and Addenda, unless specifically stated otherwise.

THE PARTIES HAVE EXECUTED THIS CHARTER, by their respective authorized representatives, on the dates indicated below. This CHARTER will be ineffective until signed by both parties. Its terms and conditions will apply to the VESSEL described in an Exhibit "A" (Vessel Description). There may be multiple Exhibits "A". However each will cover a single VESSEL, and each must have unique contract number assigned by CHARTERER. Small boats, skiffs, etc. carried on, or towed by, the VESSEL shall not constitute an additional VESSEL eligible for compensation.

VESSEL OWNER:	CHARTERER : BP Exploration & Production Inc.
_____	
By:_____ _____	By:_____ _____
(Signature) (Date)	(Signature) (Date)
_____	_____
(Print or Type Name)	(Print or Type Name)
_____	_____
(Print or Type Title)	(Print or Type Title)

EXHIBIT A

VESSEL INFORMATION

Only one vessel may be listed. A unique contract number, assigned by CHARTERER, is required for each vessel. Each Exhibit A must be signed by VESSEL OWNER, and signed and numbered by CHARTERER, to be effective.

Contract Number: _____ # ___ ___ ___ ___ ___

A. **General Information**

VESSEL Name: _____

Type/Use of VESSEL (e.g., shrimp, crab, oyster, fishing, etc.): _____

Call Sign: _____

Location and home port (include county/parish): _____

USCG Safety Decal No. and Expiration Date: _____ _____

Federal or State Registration No. and Expiration Date: _____
(You must provide copy of the VESSEL registration)

VESSEL Type (circle the one that applies): Commercial Vessel or Recreational Boat

Commercial License # and date of issue (if applicable): _____ / _____
(You must provide a copy of a commercial fishing permit or business license, or other evidence of commercial activity, such as, catch weigh bills.)

VESSEL Construction (steel, wood*, etc): _____
(* Wood vessels, being difficult to decontaminate if oiled, are generally not suitable for the VoO Program.)

VESSEL Length: _____

Bunk (sleeping) Capacity: _____ _____

Crew Number Requirement: _____

B. **VESSEL OWNER & Contact Info**

Company/Individual Name: _____

Contact Name: _____

Email Address: _____

Mailing Address: _____

Physical Address: _____

Home Phone: _____ _____

Cell Phone: _____

Facsimile Phone: _____

C. **VESSEL Survey/Insurance Information**

Date/Place of Survey: _____

Insured? (Yes/No) If yes, insurance company name: _____

D. **VESSEL Engine Information**

Make: _____

Model: _____

Total HP: _____

Number of Engines: _____

Drive Type (Inboard, Outboard, Inboard/Outboard): _____

Fuel Storage Amount (Gallons): _____

Burn Rate (GPH): _____

Fuel Type: _____

Aux. Engine? (Yes/No, used for what?) _____

Aux. HP: _____

Aux. Fuel Type: _____

Number of Engine Hours to date: _____

E. (This item no longer used.)

F. **Comments**: (Additional information that could be useful in vetting the VESSEL, e.g., additional communication equipment other than VHF radio, GPS, special capabilities, etc.)

_____

_____

_____

_____

_____

_____

_____

_____

This Exhibit is subject to, and fully incorporates, the terms and conditions of the MASTER VESSEL CHARTER AGREEMENT (Form 0628) between the VESSEL OWNER and CHARTERER.

VESSEL OWNER hereby certifies the accuracy of the information above and the documentation submitted with this Exhibit.

VESSEL OWNER:		CHARTERER : BP Exploration & Production Inc.	
By:_____	_____	By:_____	_____
(Signature)	(Date)	(Signature)	(Date)
_____		_____	
(Print or Type Name)		(Print or Type Name)	
_____		_____	
(Print or Type Title)		(Print or Type Title)	

EXHIBIT B

COMPENSATION PROVISIONS/PUBLISHED RATE SCHEDULE

1. **COMPENSATION**

   A. No compensation will be paid for days the VESSEL does not work due to the election of the OWNER or operators of the VESSEL, or due to the suspension of operations for any reason whatsoever, including weather. Otherwise, as full and complete compensation to VESSEL OWNER for SERVICES satisfactorily performed and for assuming obligations hereunder, CHARTERER, for and on behalf of OWNERS, will pay VESSEL OWNER on the basis of the fixed rates (Fixed Rates), set forth below in Paragraph 2 - FIXED RATES, and will reimburse VESSEL OWNER for the costs of specific items set forth below in Paragraph 3 - REIMBURSABLE COSTS. CHARTERER shall be entitled at any time during the term of this CHARTER to revise this Exhibit "B", by submitting or making available for viewing to VESSEL OWNER, a new EXHIBIT "B".

   B. There may be multiple Exhibits "A" to the CHARTER. However each will cover a single VESSEL, and each must have unique contract number assigned by CHARTERER. Small boats, skiffs, etc. carried on, or towed by, the VESSEL shall not constitute an additional VESSEL eligible for compensation

2. **FIXED RATES**

   VESSEL OWNER's FIXED RATES (hereinafter FIXED RATES) are agreed to be VESSEL OWNER's sole, complete, and exclusive compensation for performing and completing SERVICES under CHARTER, except as noted in PARAGRAPH 3 - REIMBURSABLE COSTS below, including, without limitation, all management, labor, supervision, salaries, wages, taxes of all kinds, insurance premiums, contributions, equipment, equipment maintenance, materials (not provided by CHARTERER), support facilities, transportation (if not provided by CHARTERER), tools, overhead and profit. FIXED RATES are not subject to renegotiation or retroactive adjustments based on actual experience and are not subject to escalation.

   A. VESSEL Services:

      1. Actual Spill Response:
         As defined in ARTICLE 10 (HIRE), sub-paragraph B1:

Vessels > 65'	$3000/24 hour day
Vessels > 45' – 65'	$2000/24 hour day
Vessels 30' – 45'	$1500/24 hour day
Vessels less than 30'	$1200/24 hour day

         Plus:
         Specialized equipment required by BP reimbursable at cost +10%
         PPEs will be provided by CHARTERER

   B. Crew Services:

      1. Actual Spill Response: As defined in ARTICLE 10 (HIRE), Paragraph B5: $200.00/8 hour day/crewmember, and for each hour exceeding 8 hours in a day, $25/hour/crewmember to a maximum of 12 hours per day or $300.00.

   C. Meals provided by Vessel Owner:

      1. VESSEL OWNER is to provide meals for crew members at no additional cost to CHARTERER.

3. **REIMBURSABLE COSTS**

A. CHARTERER shall provide or otherwise compensate VESSEL OWNER at the current commercially available rate per HP/100 x 3 x Hrs. dispatched x current fuel rate for diesel, gas and auxiliary fuels (as specified in Exhibit "A" (Vessel Information) or fraction thereof while VESSEL is on HIRE for the cost of all the fuel, hydraulic oil and lube oil. CHARTERER may make adjustments to formula as warranted.

NOTE: Current rate of all commercially available fuel as of the dispatch off-HIRE date in the VESSEL's home port.

B. In addition to payment of FIXED RATES as set forth above, VESSEL OWNER shall be reimbursed for the following actual costs incurred and paid by VESSEL OWNER. Said costs below shall be those net costs incurred and paid by VESSEL OWNER and shall be invoiced to CHARTERER at net cost.

1. When approved in advance by CHARTERER's CONTRACT REPRESENTATIVE reasonable and actual airline travel while on travel away from VESSEL OWNER's home port shall be tourist/economy class unless otherwise approved in writing in advance by CHARTERER's CONTRACT REPRESENTATIVE.

2. When approved in advance by CHARTERER's CONTRACT REPRESENTATIVE, vehicle rental while on travel status away from VESSEL OWNER's home port shall be mid-size or smaller unless approved in writing in advance by CHARTERER's CONTRACT REPRESENTATIVE.

3. Such additional costs as CHARTERER may, in its sole discretion, choose to pay on a case by case basis. Any such payment shall not be deemed an amendment of the CHARTER, nor establish the right to such payment in the future.

DEEPWATER HORIZON RESPONSE

Unified Area Command - New Orleans

Health & Safety Requirements for the Vessel of Opportunity Program

The independently contracted vessel owner/captain must provide assurance that the captain and all deck crew assigned to the vessel on service can demonstrate the following physical abilities without assistance. This will be required as part of self-verification and on dock prior to departure.

Tasks considered necessary for performing ordinary and emergency response shipboard functions:

Shipboard Task, Function, Event or Condition	Related Physical Ability
Routine Movement on slippery, uneven, and unstable surfaces	Maintain balance (equilibrium)
Routine access between levels	Climb up & down vertical ladders & stairways
Routine movement between spaces & compartments	Step over high door sills and coamings, and move through restricted accesses.
Open & close watertight doors, hand cranking systems, open/close valve	Manipulate mechanical devices using manual & digital dexterity, and strength
Handle ship's stores	Lift, pull, push & carry a load
General vessel maintenance	Crouch (lowering height by bending knees); kneel (placing knees on ground); and stoop (lowering height by bending at the waist). Use hand tools such as spanners, valve wrenches, hammers, screwdrivers, pliers.
Emergency response procedures, including escape from smoke-filled spaces	Crawl (the ability to move the body with hands & knees); feel the ability to handle or touch to examine or determine differences in texture & temperature).
Stand a routine watch	Is able, without assistance, to intermittently stand on feet for up to four hours with minimal rest periods
React to visual alarms & instructions, emergency response procedures	Distinguish an object or shape at a certain distance
React to audible alarms & instructions, emergency response procedures	Hear a specified decibel (dB) sound at a specified frequency
Make verbal reports or call attention to suspicious or emergency conditions	Describe immediate surroundings & activities, and pronounce words clearly
Participate in firefighting activities	Be able to carry & handle fire hoses & fire extinguishers

Health & Safety Requirements for the Vessel of Opportunity Program

Abandon ship	Use survival equipment

- Personal Protective Equipment (PPE): Contracted labour on VoOs must be able to wear appropriate PPE as prescribed by the cognizant safety professional. Additionally, respiratory protection is based on measured or anticipated exposure to crude oil vapors. This is consistent with recommendations provided by the National Institute of Occupational Safety and Health (NIOSH) who state "*NIOSH recommends that air sampling be conducted to determine exposure levels found in the workplace… Ideally, this determination should be made by a professional industrial hygienist.*

  Heat Stress: Supervisors should ensure that all workers are adhering to the UAC Heat Stress Management policies.

  Fatigue Management: Vessel owners/captains should ensure that all workers are adhering to the UAC Fatigue Management policies

- Drug and Alcohol Free. It is the responsibility of the vessel owner/captain to assure all personnel under his/her supervision while under active contract to BP on VoO duties are drug and alcohol free.

Appendix 3

Factsheet on Independent Contractor Health & Safety - Requirements for Vessels of Opportunity Program

June 8, 2010

The safety and health of workers and independent contractors is BP's top priority. Along with the federal government, we continue to investigate reports of independent contractor crew members becoming ill on vessels being used in spill cleanup operations. We encourage any crew member who feels ill to report his or her condition to his captain or vessel owner and immediately seek medical attention.

VoO Independent Contractor Safety Training:

- The Unified Command does not tolerate anyone being involved in response operations without having the proper training credentials.
- Each crew member on a Vessel of Opportunity must complete (1) a four-hour Worker Safety Training Course entitled BP MC 252, Module 3 Marine. This course has been approved by OSHA and BP. After successfully completing these courses, the worker will receive a Petroleum Education Council (PEC) card. This card certifies that the independent contractor crew member has completed the required training. The PEC is the primary training credential required for a worker to enter worksites and/or serve on Vessels of Opportunity.
- OSHA has reviewed and approved the course content of the four-hour awareness training program and has provided guidance on the particular environment the workers are likely to encounter.
- If a vessel will come in direct contact with oil while on its current assignment, OSHA requires at least one person on board to hold a 40 hour Hazardous Waste Operations and Emergency Response (HAZWOPER) awareness training approved by the US Government.
- To date, the Unified Command has trained more than 20,000 response personnel

For those feeling sick:

- It is very important that all persons report all incidents of illness to their captain or vessel owner.
- **Those feeling ill should immediately contact the Deep Water Horizon Medical Support Line at 1-888-623-0287 or dial 9-1-1.**

Health & Safety Planning:

- Health and safety plans developed on April 21 by the Unified Command are updated daily. Other data and documentation continues to be updated on a daily basis.
- The Unified Command health and safety team holds a daily call with OSHA to discuss that agency's concerns. The health and safety team also can consult with OSHA as needed.

- The position of Safety Officer is an integral part of the Incident Command structure, and operates with the full support of the Unified Command. The Safety Officer is supported by strategically-selected and placed Site Safety Advisors.
- Safety staff resides at the Unified Area Command and all Incident Command Posts.

Independent Contractor Health & Safety - Risks and Responses:

Respiratory risks and responses:

- Unified Command has conducted worker exposure monitoring since April 27. Approximately 100 industrial hygienists and technicians monitor personnel exposures offshore, near-shore, and in beach areas. To date, more than 500 personal air samples have been taken on the vessels that are closest to the source of the oil and gas spill.
- On the beach, there is equipment that monitors the levels of volatile organic chemicals (VOC). OSHA does not require respirators for beach clean up teams because the data indicate that levels of VOC in the area are within acceptable limits.
- Any vessel working near the source of the oil and gas spill must have a sufficient number of respirators for those working on board the vessel. No vessels activated in the VoO program will be operating near the source of the oil and gas spill.

Heat stress risks and responses:

- Heat stress was recognized as a hazard during the early clean-up activities. This hazard is communicated to all spill response personnel and independent contractors through the site health and safety plan, worker orientation training, and special safety bulletins.
- The Unified Command has implemented a heat stress program, which incorporates temperature monitoring, appropriate work/rest cycles for spill response personnel, the providing of cool drinks, the providing of ample quantities of water, and worker education.
- In addition to these safety representatives, there is a Heat Stress Manager and Heat Stress Advisors located in the field.
- Heat stress reminders are issued periodically to all response personnel and are reviewed in morning safety meetings.
- Paramedics, emergency medical technicians, and ambulances are on standby at each deployment/port area.

Inclement weather risks and responses:

- The Unified Command has developed a Deepwater Horizon Severe Weather Contingency Program, which is aligned with USCG Condition Declarations.
- Inclement weather is discussed in safety plans developed for each site. Additional inclement weather plans, including safety messages for lightning and other significant weather events, have been developed, implemented, and communicated during safety meetings and orientation sessions

- Ultimately, each vessel captain and its crew on board a Vessel of Opportunity vessel are responsible for making the decisions with regard to their safety in inclement weather

Protective systems:

The Unified Command conducts hazard assessments of all operations to determine appropriate personal protection requirements. Based on these hazard assessments, which are activity specific, Vessels of Opportunity crews are provided the appropriate protective equipment, including instructions on how to use the equipment properly. The range of PPE is:

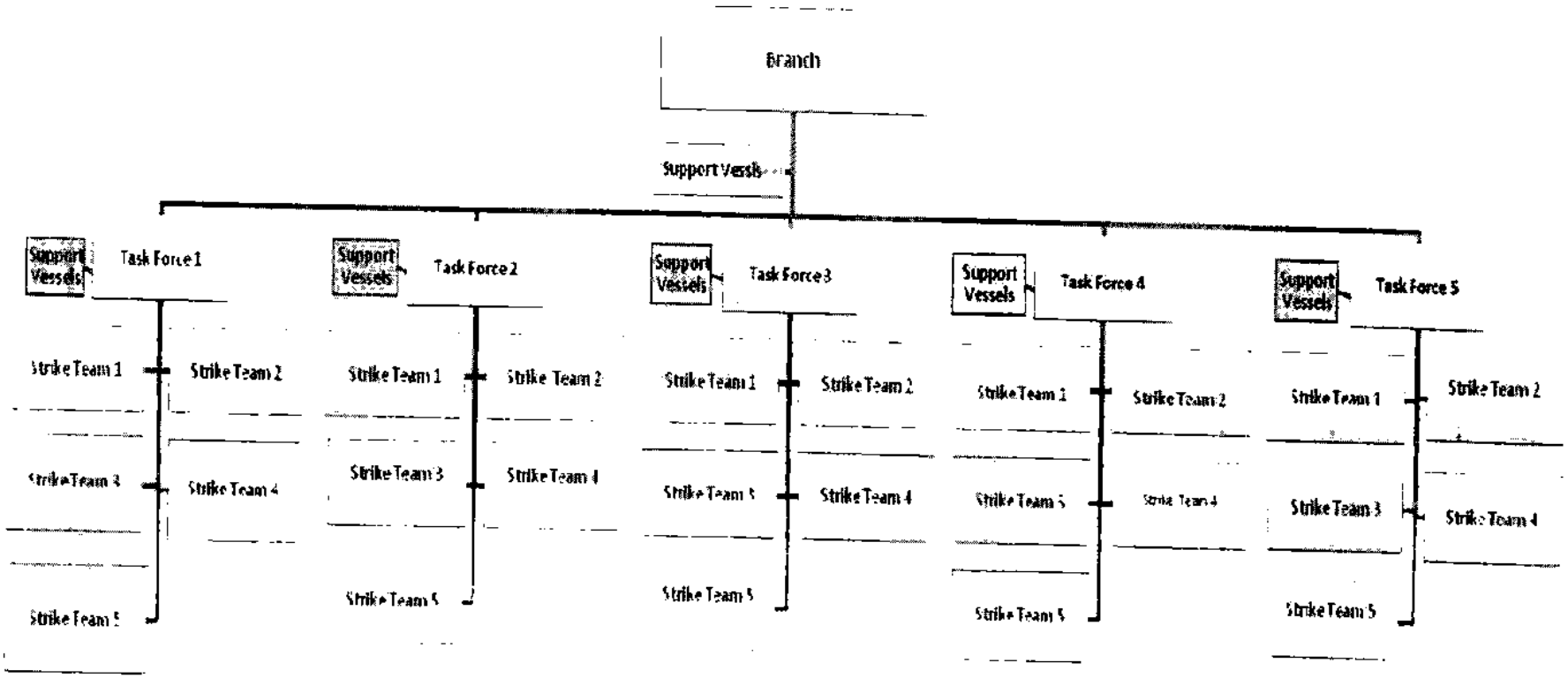
- Disposable overalls
- Steel-toed boots
- Personal flotation devices (PFDs)
- Nitrile gloves-both inner and outer with cuff
- Safety glasses
- Hard hats
- Hearing protection
- Insect repellent, sunscreen, and lip balm.

Fluid provision:

- Individual bottles of water and hydrating fluid (such as Gatorade) are available for on-shore and near-shore operations for Vessels of Opportunity.

Unified Command July 2, 2010

This document lays out the Unified Command vessel operational structure for oil recovery activities as approval by BP and USCG.


Branch
Support Vessels
Support Vessels
Task Force 1
Strike Team 1
Strike Team 2
Strike Team 3
Strike Team 4
Strike Team 5
Support Vessels
Task Force 2
Strike Team 1
Strike Team 2
Strike Team 3
Strike Team 4
Strike Team 5
Support Vessels
Task Force 3
Strike Team 1
Strike Team 2
Strike Team 3
Strike Team 4
Strike Team 5
Support Vessels
Task Force 4
Strike Team 1
Strike Team 2
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Strike Team 5
Support Vessels
Task Force 5
Strike Team 1
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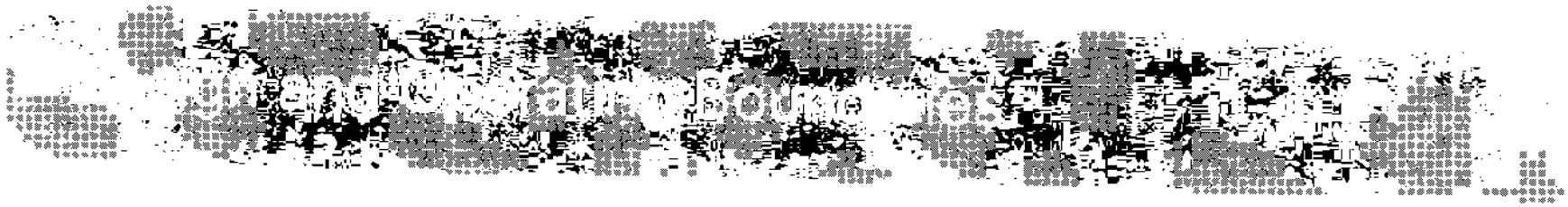
Strike Team 3
Strike Team 4
Strike Team 5



The Branch remit is to defend the geographically defined waters, clean where oil hits and to integrate with government officials - VoO scope relates to 'defend' activities on the water

A Branch has command of 3-7 Task Forces (TF)

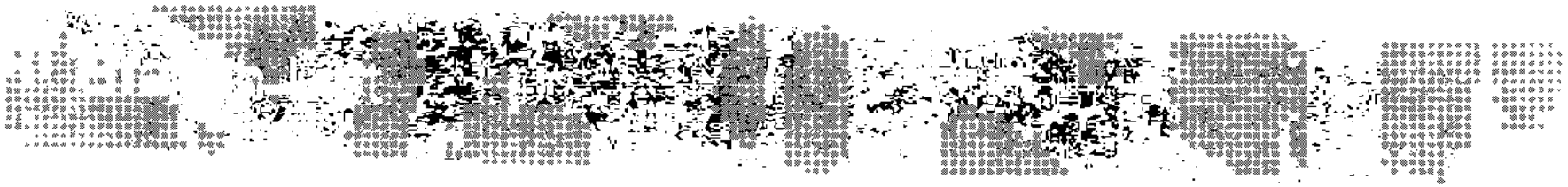
A Task Force has 3 to 7 Strike Teams (ST) , with a designated lead vessel

A Strike team has 3 to 7 vessels, with a designated lead vessel

Command and control comes from Branch Command via Task Force Lead Vessel to Strike Teams

VoO Task Forces and Strike Teams should be supported with adequate air surveillance to perform assigned missions. Communications should be conducted between the aircraft and task force/strike team lead vessels.

- VoO TF and ST lead vessels should be equipped with a tracking device, preferably AIS, to support the communications flow.



Louisiana

- Vermillion
- Terrebone
- Jefferson
- Fourchon
- Lafitte
- St Bernard
- Plaquemines
- Orleans/St Tammany
- St Mary/Iberia

Alabama

- Dauphin Island (Mobile)
- Orange Beach (Baldwin County)

Mississippi

- Biloxi (Gulfport, Hancock and Harrison County)
- Pascagoula (Pascagoula, Jackson County)

Florida Panhandle

- Pensacola (Bayou Chico, Escambia & Santa Rosa County)
- Destin (Destin, Okalossa and Walton)
- Panama City (Panama City, Bay County)
- Port St Joseph (Port St Joe, Gulf and Franklin County)

Florida Peninsula & Key West

- Branch structure is aligned with the Coast Guard boundaries.
- Sector St Pete covers from Taylor to Collier counties,
- Sector Key West is Monroe county.
- Sector Miami covers Miami-Dade to Indian River counties
- Sector Jacksonville Brevard to Nassau counties

Federal Project Summary

FPN: N10036 **Name:** Mississippi Canyon Block 252 Oil Spill

Current Period: 4/20/2010 to 5/30/2010

Obligations to Date		
	FPN Ceiling:	**$135,000,000.00**
Coast Guard Recoverable Costs		
Total Coast Guard Personnel Costs	$9,587,823.00	
Total Coast Guard Boats/Cutters Costs	$6,766,012.50	
Total Coast Guard Aircraft Costs	$5,581,194.80	
Total Coast Guard Equipment Costs	$186,290.00	
Total Coast Guard Vehicles Costs	$0.00	
Total Coast Guard Recoverable Costs:	**$21,120,320.30**	
Removal Costs Funded From The OSLTF		
Total Coast Guard Purchases	$350,336.48	
Total Coast Guard Travel Orders	$11,507,474.41	
Total Coast Guard Reservist - Doc Type 71 Obligations	$4,193,013.04	
Total for Contractors	$5,249,271.00	
Total PRFAs/MIPRs	$92,121,278.08	
Removal Costs Funded From The OSLTF:	**$113,421,373.00**	**$113,421,373.00**
Total Incident Costs To Date: OSLTF + USCG Recoverable	**$134,541,693.30**	
Ceiling Remaining (Not Obligated)		**$21,578,627.00**
	Percentage of Ceiling Remaining	**16%**

DAILY BURN RATE:

Total Coast Guard Direct Costs (Obligations):	$113,421,373.00	
Total Days. (Obligation(s) are based on)	90	
Total Coast Guard Indirect Costs:	$21,120,320.30	
Total Days Coast Guard Has Been Involved:	41	
Expected Duration of Spill	90	
Daily Burn Rate: Removal Costs Funded From The OSLTF		**$1,260,237.48**
Daily Burn Rate: Coast Guard Recoverable Costs		**$515,129.76**
Daily Burn Rate: All Removal Costs		**$1,775,367.24**

ESTIMATED OSLTF SPENDING TO DATE *(Daily burn rate of OSLTF funded costs x Number of Days of Response)*	**$51,669,736.59**

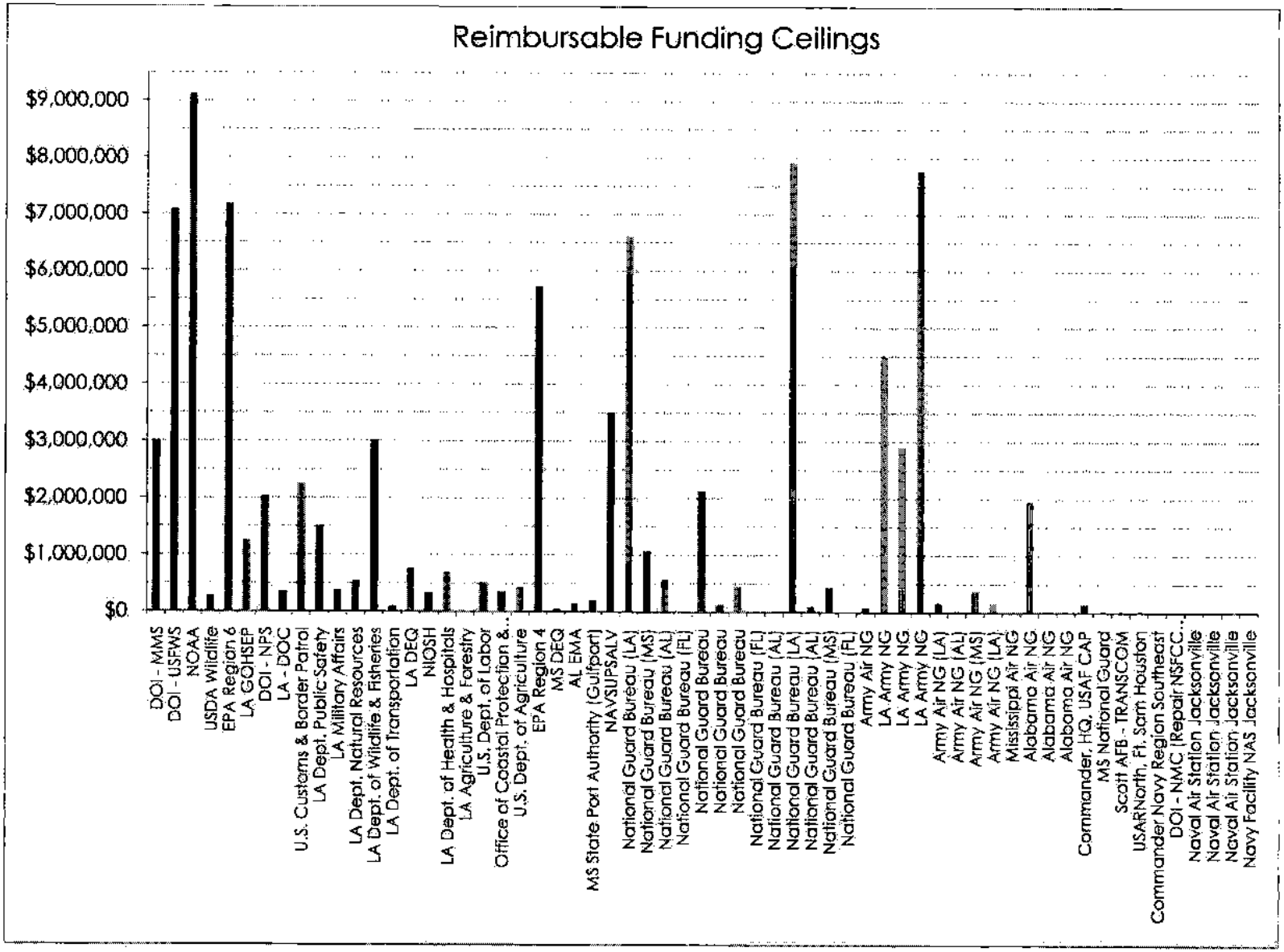
ESTIMATED TOTAL PROJECT COST *(Daily burn rate (OSLTF funded costs + CG recoverable costs)x Expected Duration of Spill)*	**$158,783,051.71**

Agency	Ceiling	[illegible] (DCN)	[illegible] to Date	%	[illegible] Daily Burn Rate	Current [illegible] Balance	[illegible] to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
DOI - [illegible]	$3,[illegible]	[illegible]	$1,[illegible]	[illegible]	[illegible]	$1,[illegible]			Yes	April 27 thru May 27 [illegible]
DOI - USFWS	$7,077,[illegible]	[illegible]	$3,[illegible]	[illegible]	$117,[illegible]	$3,538,[illegible]			Yes	May 1 - June 1 [illegible]
NOAA	$6,11[illegible]	[illegible]	$5,[illegible]	[illegible]	$161,[illegible]	$3,[illegible]			Yes	April 24 - June [illegible]
USDA Wildlife	$275,[illegible]	[illegible]	$127,[illegible]	[illegible]	$4,[illegible]	$146,018.[illegible]			Yes	May 1 - June 1 [illegible]
EPA Region [illegible]	$7,176,428.[illegible]	[illegible]	$3,[illegible]	[illegible]	$119,[illegible]	$3,[illegible]			Yes	April 22 - May 31 [illegible]
LA GOHSEP	$1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$[illegible]	$418,[illegible]	$418,[illegible]	Yes	May 4 - June 4 [illegible]
DOI - NPS	$2,[illegible]	[illegible]	$1,[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	April 30 - May 30 [illegible]
LA - DOC	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	Yes	May 1 - June 1 [illegible]
U.S. Customs & Border Patrol	$2,[illegible]	[illegible]	$1,[illegible]	[illegible]	$75,000.00	$[illegible]			Yes	May 6 - June 6 [illegible]
LA Dept. Public Safety	$1,[illegible]	[illegible]	$1,[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	Yes	April 29 - May 29 [illegible]
LA Military Affairs	$372,[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	Yes	May 10 - June 10 [illegible]
LA Dept. Natural Resources	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	Yes	May 8 - June 8 [illegible]
LA Dept. of Wildlife & Fisheries	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$1,474,[illegible]	$[illegible]	$[illegible]	Yes	May 8 - June 8 [illegible]
LA Dept. of Transportation	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$27,[illegible]	$27,[illegible]	Yes	May 10 - June 10 No changes
LA DEQ	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$12[illegible]	$126,[illegible]	Yes	May [illegible] - June [illegible] [illegible]
NIOSH	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 - June 1 No changes at this time
LA Dept. of Health & Hospitals	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$141,[illegible]	Yes	May 14 - June 14 No changes at this time
LA Agriculture & Forestry	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1[illegible] - June 1[illegible] [illegible]
U.S. Dept. of Labor	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 14 - June 14 No changes at this time
Office of Coastal Protection & Restoration	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	Yes	May 14 - June 14 No changes at this time
U.S. Dept. of Agriculture	$[illegible]	[illegible]	$[illegible]	[illegible]	$14,[illegible]	$[illegible]			Yes	May 1[illegible] - June 1[illegible] No changes at this time
EPA Region 4	$[illegible]	[illegible]	$5,[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	April [illegible] - May [illegible] [illegible]
MS DEQ	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			[redacted]	April [illegible] - May [illegible] [illegible]
AL EMA	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			[redacted]	April [illegible] - May [illegible] [illegible]
MS State Port Authority (Gulfport)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	Yes	May 12 - June 12 No changes at this time
[illegible]	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			[redacted]	April 27 to May 3[illegible]
National Guard Bureau (LA)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$1,[illegible]			Yes	May 1 to June 1
National Guard Bureau (MS)	$1,[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (AL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (FL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (FL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (AL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (LA)	$7,[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (AL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (MS)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
National Guard Bureau (FL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
Army Air NG	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1
LA Army NG	$4,[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 30
LA Army NG	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 30
LA Army NG	$7,[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$1,[illegible]			Yes	May 1 to June 30
Army Air NG (LA)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1 Extension to June 1[illegible]
Army Air NG (AL)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1 Extension to August 1
Army Air NG (MS)	$[illegible]	[illegible]	$[illegible]	[illegible]	$12,[illegible]	$74,[illegible]			Yes	May 1 to June 1 Extension to August 1
Army Air NG (LA)	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 1 to June 1 Extension to August 1
Mississippi Air NG	$1,[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May [illegible] to June [illegible] [illegible]
Alabama Air NG	$1,[illegible]	[illegible]	$1,[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May [illegible] - June 4
Alabama Air NG	$[illegible]	[illegible]	$[illegible]	[illegible]	$1,[illegible]	$[illegible]			Yes	May [illegible] - Aug [illegible]
Alabama Air NG	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May [illegible] - Aug [illegible]
[illegible], HQ USAF CAP	$[illegible]	[illegible]	$117,[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 7 [illegible] July 1[illegible]
MS National Guard	$[illegible]	[illegible]	$[illegible]	[illegible]	$1,[illegible]	$[illegible]			Yes	May [illegible] - June [illegible]
Scott AFB - TRANSCOM	$1,7[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$1,[illegible]			Yes	[illegible] TRANSCOM.
USAFNorth Ft. Sam Houston	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 7 - May [illegible]
Commander Navy Region Southeast	$[illegible]	[illegible]	$11,[illegible]	[illegible]	$[illegible]	-$3,5[illegible]			Yes	April 2[illegible] - May 2[illegible]
[illegible]	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 2[illegible] - Feb [illegible] 2011 [illegible]
Naval Air Station Jacksonville	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 2[illegible] - June 2[illegible]
Naval Air Station Jacksonville	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 29 - July 2[illegible]
Naval Air Station Jacksonville	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 30 - July 2[illegible]
Navy Facility [illegible] Jacksonville	$[illegible]	[illegible]	$[illegible]	[illegible]	$[illegible]	$[illegible]			Yes	May 29 - July 2[illegible]
Total:	$[illegible]		$[illegible]		$[illegible]	$[illegible]	$[illegible]	$1,[illegible]		

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
May 31, 2010

This Period	4/20/2010	Thru	5/30/2010	FPN	N10036	Printed	5/31/2010	20:22
				Ceiling:	$135,000,000.00			
				Prev-Period:	$0.00			
				This Period:	$113,421,373.00			
				Balance:	$21,578,627.00			

DAY	DATE	USCG Personnel	USCG Boats/Cutters	USCG Aircraft	USCG Equipment	USCG Vehicle	Total Indirect Costs	USCG Purchases	USCG Travel Cost	Contractor(s) Totals	PRFA & MIPR Totals	Doc Type 71 Totals	Total Direct Costs	Daily Totals
Cost-Last 30 Days:		$0.00		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,550.00	$0.00	$0.00	$0.00	$12,550.00	$46,084.00
Day 4	23-Apr	$96,052.00	$0.00	$0.00	$0.00	$0.00	$96,052.00	$35,958.00	$57,250.00	$0.00	$1,500,000.00	$0.00	$1,593,208.00	$1,689,260.00
Day 5	24-Apr	$106,144.00	$0.00	$0.00	$0.00	$0.00	$106,144.00	$3,515.00	$107,085.00	$0.00	$6,800,000.00	$0.00	$6,910,544.00	$7,016,688.00
Day 6	25-Apr	$126,836.00	$0.00	$0.00	$0.00	$0.00	$126,836.00	$0.00	$15,100.00	$0.00	$0.00	$0.00	$15,100.00	$141,936.00
Day 7	26-Apr	$130,628.00	$0.00	$179,865.70	$0.00	$0.00	$309,493.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00	$35,350.13	$344,843.83
Day 8	27-Apr	$147,438.00	$0.00	$211,161.60	$0.00	$0.00	$358,599.60	$0.00	$109,585.00	$0.00	$0.00	$0.00	$109,585.00	$468,184.60
Day 9	28-Apr	$123,425.00	$0.00	$151,121.30	$0.00	$0.00	$274,546.30	$0.00	$37,055.00	$0.00	$0.00	$0.00	$37,055.00	$311,601.30
Day 10	29-Apr	$163,587.00	$0.00	$85,475.30	$0.00	$0.00	$249,062.30	$0.00	$33,332.00	$0.00	$5,500,000.00	$0.00	$5,533,332.00	$5,782,094.30
Day 11	30-Apr	$181,318.00	$0.00	$64,608.40	$0.00	$0.00	$245,926.40	$0.00	$864,257.59	$0.00	$750,000.00	$0.00	$1,614,257.59	$1,861,183.99
Day 12	1-May	$205,580.00	$0.00	$211,169.50	$0.00	$0.00	$416,759.50	$0.00	$283,601.39	$0.00	$216,035.00	$0.00	$499,636.39	$916,385.89
Day 13	2-May	$184,581.00	$0.00	$163,960.00	$0.00	$0.00	$348,541.00	$0.00	$171,064.00	$0.00	$0.00	$0.00	$171,064.00	$519,605.00
Day 14	3-May	$138,953.00	$0.00	$129,509.00	$0.00	$0.00	$268,462.00	$0.00	$10,983.00	$0.00	$12,174,836.00	$0.00	$12,185,819.00	$12,454,281.00
Day 15	4-May	$105,660.00	$105,840.00	$159,195.00	$0.00	$0.00	$370,695.00	$0.00	$14,363.00	$120,000.00	$921,490.00	$0.00	$1,055,853.00	$1,426,498.00
Day 16	5-May	$270,324.00	$251,240.00	$117,444.40	$782.00	$0.00	$649,990.40	$4,791.81	$177,372.58	$292,000.00	$0.00	$0.00	$474,164.39	$1,124,154.79
Day 17	6-May	$262,367.00	$336,240.00	$277,776.50	$2,352.00	$0.00	$871,436.50	$0.00	$21,783.00	$0.00	$1,500,000.00	$0.00	$1,521,783.00	$2,393,218.50
Day 18	7-May	$349,126.00	$269,360.00	$157,460.90	$2,362.00	$0.00	$795,318.50	$4,749.25	$32,238.00	$0.00	$0.00	$0.00	$37,988.25	$833,306.75
Day 19	8-May	$332,642.00	$251,240.00	$236,573.50	$410.00	$0.00	$830,865.50	$3,600.00	$126,300.00	$0.00	$0.00	$0.00	$129,900.00	$960,765.50
Day 20	9-May	$278,358.00	$329,128.00	$172,317.10	$1,626.00	$0.00	$781,009.10	$1,480.75	$139,213.92	$0.00	$5,645,817.00	$0.00	$5,786,561.67	$6,567,570.77
Day 21	10-May	$282,298.00	$307,080.00	$149,102.60	$248.00	$0.00	$778,725.60	$26,316.05	$60,243.74	$0.00	$7,248,435.00	$0.00	$7,336,995.79	$8,115,718.39
Day 22	11-May	$307,029.00	$0.00	$148,406.00	$0.00	$0.00	$455,435.00	$45,666.54	$79,598.74	$0.00	$0.00	$0.00	$125,265.28	$580,700.28
Day 23	12-May	$318,314.50	$211,590.00	$195,888.10	$245.00	$0.00	$726,038.60	$6,077.21	$65,306.46	$2,250,170.00	$1,139,734.20	$0.00	$3,460,290.87	$4,209,795.47
Day 24	13-May	$345,505.00	$211,590.00	$207,054.20	$0.00	$0.00	$764,299.20	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,299.20
Day 25	14-May	$336,528.00	$105,840.00	$150,287.80	$245.00	$0.00	$592,900.80	$857.35	$0.00	$0.00	$2,306,681.12	$0.00	$2,307,538.47	$2,900,539.27
Day 26	15-May	$337,129.00	$501,060.00	$47,509.00	$10,584.00	$0.00	$896,282.00	$15,419.98	$8,919.34	$0.00	$37,500.00	$0.00	$61,838.30	$958,220.30
Day 27	16-May	$269,965.00	$72,345.00	$111,418.60	$0.00	$0.00	$453,728.60	$12,163.18	$2,000,660.34	$0.00	$178,420.70	$0.00	$2,191,848.82	$2,645,271.22
Day 28	17-May	$375,712.00	$289,380.00	$117,561.60	$10,763.00	$0.00	$793,417.60	$8,787.75	$128,046.28	$0.00	$490,880.00	$0.00	$627,713.03	$1,421,130.63
Day 29	18-May	$280,840.00	$152,920.00	$73,366.00	$11,576.00	$0.00	$558,852.00	$4,084.56	$229,950.00	$0.00	$30,000.00	$0.00	$264,034.56	$822,736.56
Day 30	19-May	$384,461.00	$329,368.00	$50,607.00	$16,064.00	$0.00	$780,414.00	$11,079.92	$162,899.27	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$5,706,866.19
Day 31	20-May	$302,514.00	$0.00	$50,000.00	$0.00	$0.00	$352,514.00	$545.00	$32,671.78	$0.00	$5,333,388.10	$0.00	$5,366,604.88	$5,749,118.88
Day 32	21-May	$358,418.00	$485,447.50	$139,889.60	$10,492.00	$0.00	$988,247.10	$548.00	$224,624.29	$0.00	$0.00	$0.00	$225,166.29	$1,183,418.39
Day 33	22-May	$363,154.00	$465,600.00	$130,000.00	$1,084.00	$0.00	$959,238.00	$702.50	$521,500.00	$0.00	$3,050,000.00	$0.00	$3,572,202.50	$4,531,440.50
Day 34	23-May	$275,777.00	$0.00	$214,229.60	$9,408.00	$0.00	$499,414.60	$702.50	$51,809.78	$0.00	$52,000.00	$3,603,500.00	$3,708,012.28	$4,207,426.88
Day 35	24-May	$268,153.50	$0.00	$188,144.00	$9,408.00	$0.00	$465,705.50	$92,081.25	$219,171.78	$0.00	$7,754,660.00	$0.00	$8,065,913.03	$8,531,618.53
Day 36	25-May	$279,786.60	$0.00	$232,109.50	$9,408.00	$0.00	$521,374.10	$13,050.28	$369,301.68	$1,800,000.00	$51,400.20	$0.00	$2,233,752.14	$2,755,126.24
Day 37	26-May	$280,675.00	$0.00	$180,350.90	$9,408.00	$0.00	$480,513.90	$5,548.14	$314,877.55	$0.00	$8,169,244.00	$0.00	$8,489,669.70	$8,967,083.69
Day 38	27-May	$294,037.00	$77,700.00	$191,925.00	$23,732.00	$0.00	$587,394.00	$38,896.00	$141,845.96	$767,101.00	$9,147,775.68	$0.00	$10,095,718.64	$10,679,040.64
Day 39	28-May	$272,054.00	$155,400.00	$272,546.00	$23,384.00	$0.00	$723,384.00	$33,854.91	$1,458,805.90	$0.00	$5,725,000.00	$589,513.04	$7,807,173.75	$8,530,557.75
Day 40	29-May	$269,284.00	$156,000.00	$181,326.80	$23,384.00	$0.00	$628,996.80	$4,940.52	$173,620.00	$0.00	$1,148,645.69	$0.00	$1,327,104.21	$1,956,100.81
Day 41	30-May	$221,184.50	$578,760.00	$186,672.50	$9,408.00	$0.00	$996,035.00	$2,682.84	$2,949,405.20	$0.00	$0.00	$0.00	$2,952,087.74	$3,948,122.74
Day 42	31-May						$0.00						$0.00	$0.00
Day 43	1-Jun						$0.00						$0.00	$0.00
Day 44	2-Jun						$0.00						$0.00	$0.00
Day 45	3-Jun						$0.00						$0.00	$0.00
Day 46	4-Jun						$0.00						$0.00	$0.00
Day 47	5-Jun						$0.00						$0.00	$0.00
Day 48	6-Jun						$0.00						$0.00	$0.00
Day 49	7-Jun						$0.00						$0.00	$0.00
Day 50	8-Jun						$0.00						$0.00	$0.00
Day 51	9-Jun						$0.00						$0.00	$0.00
Day 52	10-Jun						$0.00						$0.00	$0.00
Day 53	11-Jun						$0.00						$0.00	$0.00
Day 54	12-Jun						$0.00						$0.00	$0.00
Day 55	13-Jun						$0.00						$0.00	$0.00
Day 56	14-Jun						$0.00						$0.00	$0.00
Day 57	15-Jun						$0.00						$0.00	$0.00
Day 58	16-Jun						$0.00						$0.00	$0.00
Day 59	17-Jun						$0.00						$0.00	$0.00
Day 60	18-Jun						$0.00						$0.00	$0.00
Day 61	19-Jun						$0.00						$0.00	$0.00
Day 62	20-Jun						$0.00						$0.00	$0.00
Day 63	21-Jun						$0.00						$0.00	$0.00
Day 64	22-Jun						$0.00						$0.00	$0.00
Day 65	23-Jun						$0.00						$0.00	$0.00
Day 66	24-Jun						$0.00						$0.00	$0.00
Day 67	25-Jun						$0.00						$0.00	$0.00
Day 68	26-Jun						$0.00						$0.00	$0.00
Day 69	27-Jun						$0.00						$0.00	$0.00
Day 70	28-Jun						$0.00						$0.00	$0.00
Day 71	29-Jun						$0.00						$0.00	$0.00
Day 72	30-Jun						$0.00						$0.00	$0.00
	TOTAL	$9,587,803.00	$5,766,012.60	$5,581,194.80	$188,280.00	$0.00	$21,129,320.30	$350,338.46	$11,507,474.41	$5,249,271.00	$92,121,278.08	$4,193,013.04	$113,421,373.00	$134,541,693.30


Reimbursable Funding Ceilings
$9,000,000
$8,000,000
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$0
DOI - MMS
DOI - USFWS
NOAA
USDA Wildlife
EPA Region 6
LA GOHSEP
DOI - NPS
LA - DOC
U.S. Customs & Border Patrol
LA Dept. Public Safety
LA Military Affairs
LA Dept. Natural Resources
LA Dept. of Wildlife & Fisheries
LA Dept. of Transportation
LA DEQ
NIOSH
LA Dept. of Health & Hospitals
LA Agriculture & Forestry
U.S. Dept. of Labor
Office of Coastal Protection &...
U.S. Dept. of Agriculture
EPA Region 4
MS DEQ
AL EMA
MS State Port Authority (Gulfport)
NAVSUPSALV
National Guard Bureau (LA)
National Guard Bureau (MS)
National Guard Bureau (AL)
National Guard Bureau (FL)
National Guard Bureau
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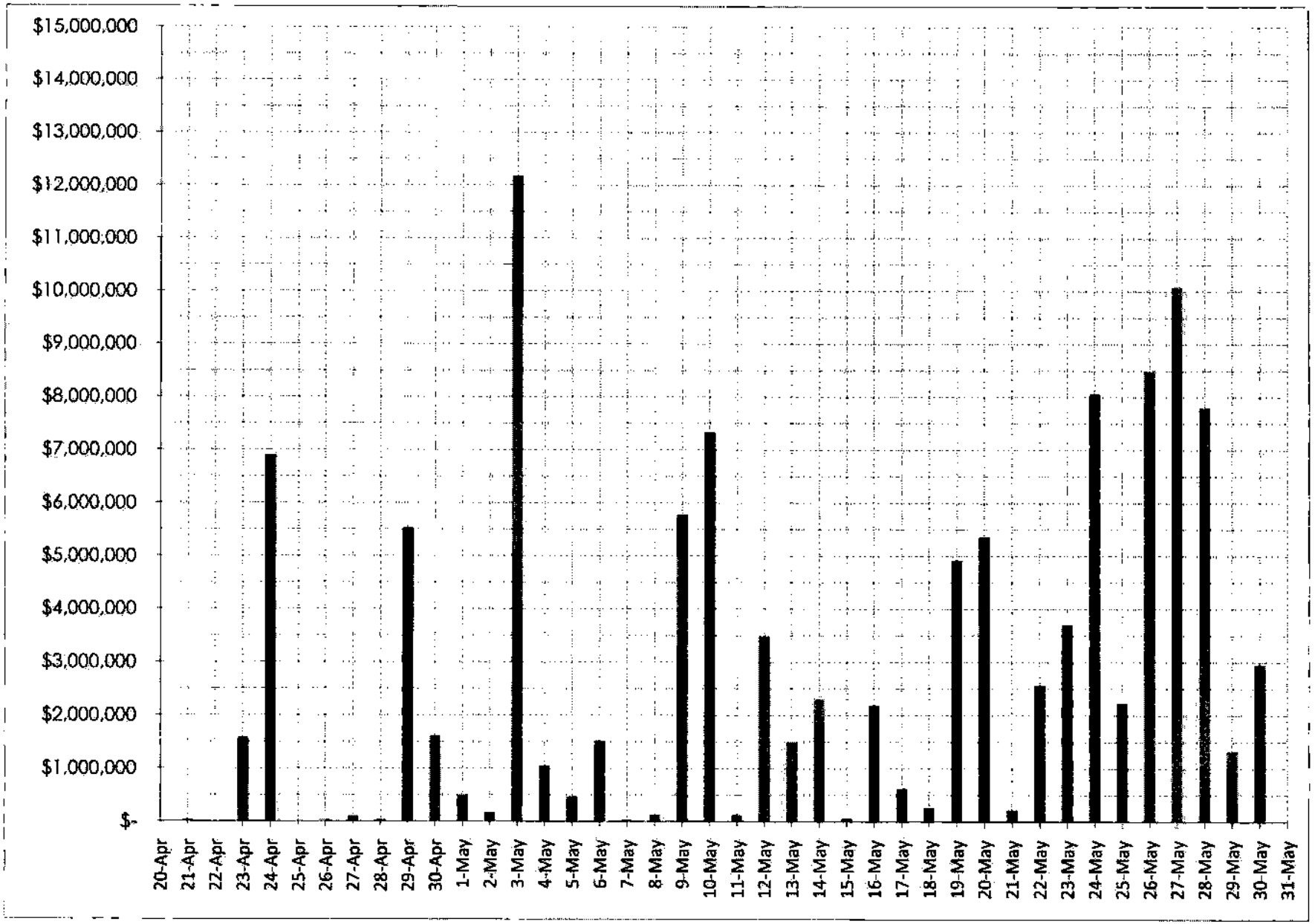
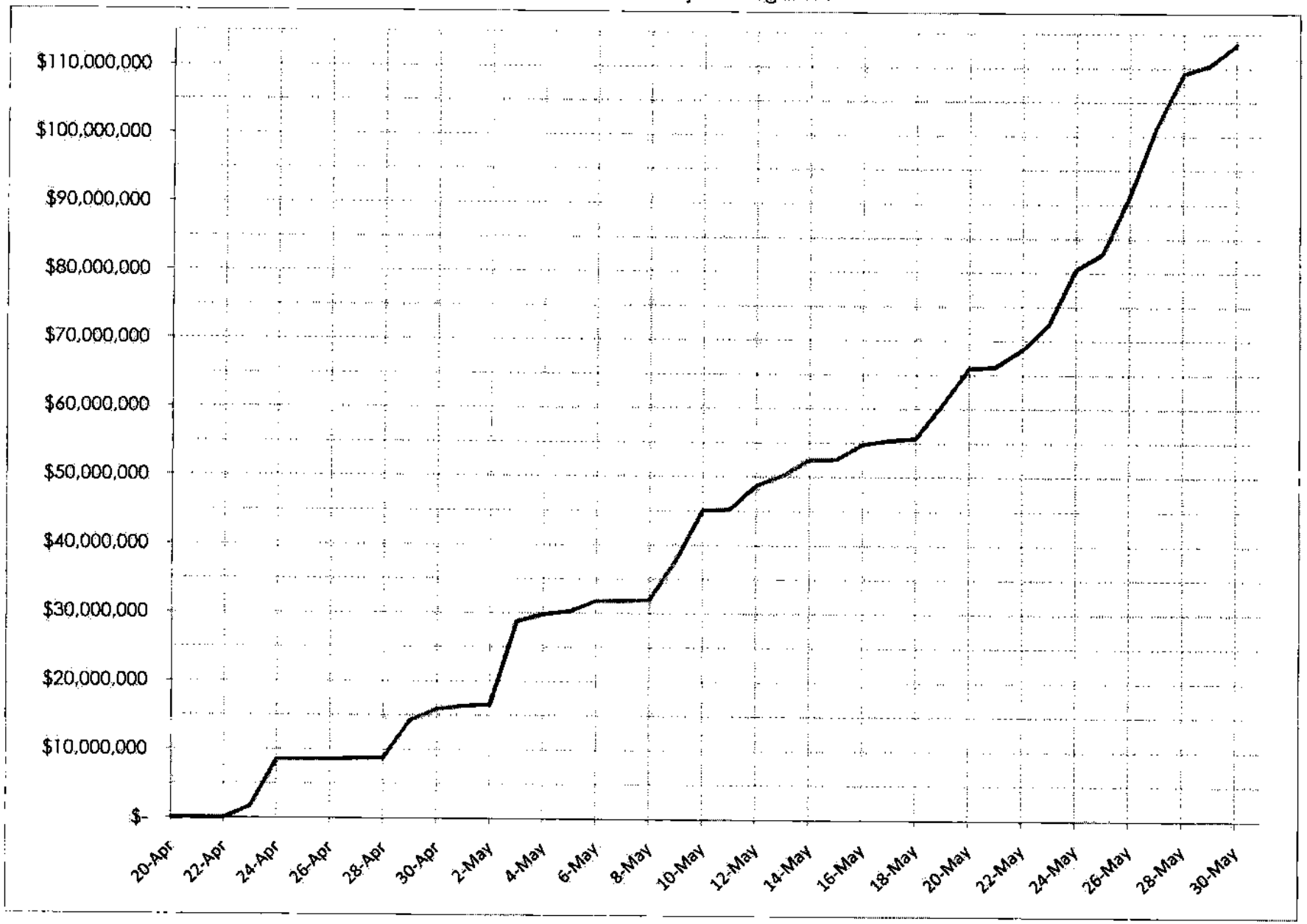
National Guard Bureau (AL)
National Guard Bureau (MS)
National Guard Bureau (FL)
Army Air NG
LA Army NG
LA Army NG
LA Army NG
Army Air NG (LA)
Army Air NG (AL)
Army Air NG (MS)
Army Air NG (LA)
Mississippi Air NG
Alabama Air NG
Alabama Air NG
Alabama Air NG
Commander, HQ, USAF CAP
MS National Guard
Scott AFB - TRANSCOM
USARNorth, Ft. Sam Houston
Commander Navy Region Southeast
DOI - NMC (Repair NSFCC...
Naval Air Station Jacksonville
Naval Air Station Jacksonville
Naval Air Station Jacksonville
Navy Facility NAS Jacksonville

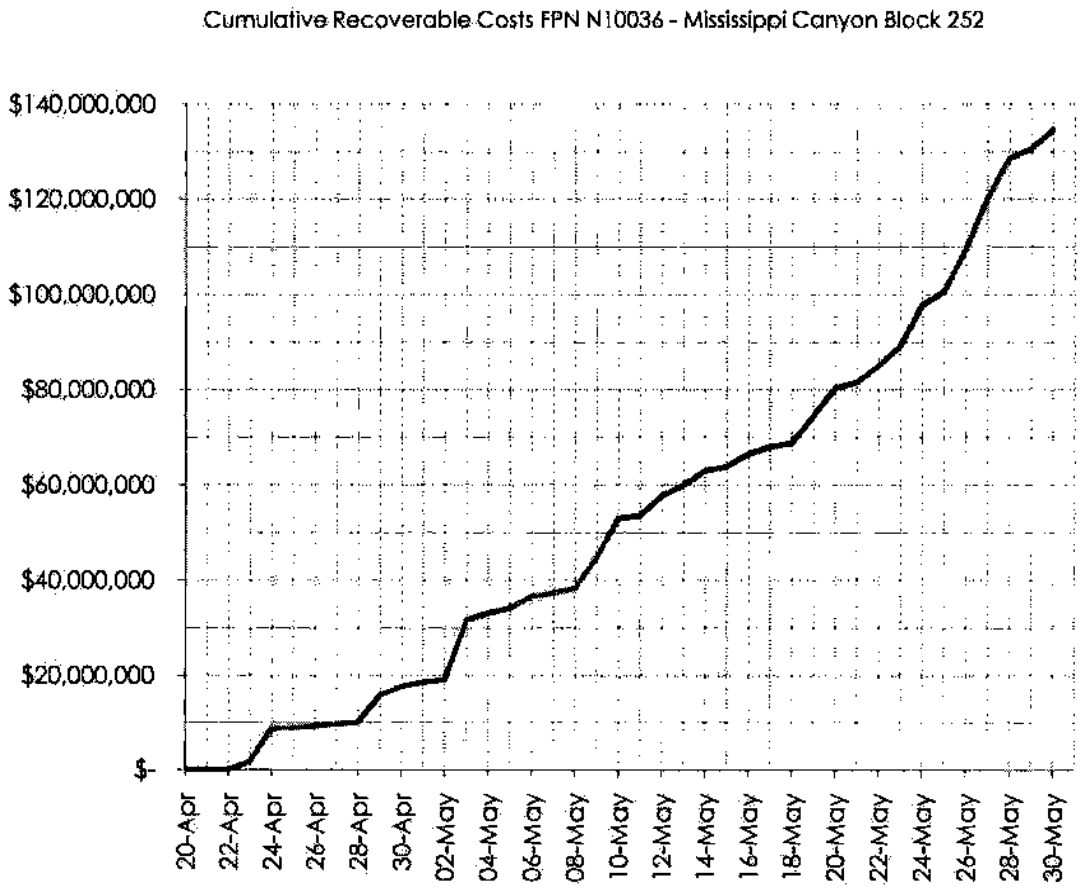
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
May 31, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
May 31, 2010
Cumulative Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
May 31, 2010



Factsheet on BP Vessels of Opportunity Program

July 1, 2010

BP is committed to using the local commercial and charter owner operated fishing vessels and crews of the Gulf Coast to respond to this spill and minimize the impact to the people, the environment and the fishing industry. The VoO program is about getting the right local vessels with the right capability on the water to attack the oil. This is about working in partnership with the thousands of fishermen and their vessels that are available to fight this spill.

BP and the USCG have worked together to clarify the VOO program and policies. We are working to ensure future VOO operations are modeled to use response Task Forces/Strike Teams to move decisively, safely and effectively to remove the oil. The Coast Guard within Unified Command has reviewed and approved these policies.

Q1. What is VoO?
A. The Vessels of Opportunity program is another way for us to attack the oil. By contracting with local commercial and charter fishing owner/operators as a priority we are building strike teams and taskforces to help us get the oil out of the water before it hits the coastline.

Q2 How many vessels are in the program?
A. Currently there are around 3000 vessels in the BP Gulf Coast VoO program. The number of vessels listed in the BP VoO program for Louisiana doesn't include local vessels operating for the state of Louisiana, local vessels under the control of the presidents of Plaquemines and Jefferson parishes or vessels being operated by BP contracted Oil Spill Response Organizations ("OSRO's). This policy document is focused on the VoO vessels BP has contracted with.

Q3. What activities are VoOs involved in?
A. The main activities are supporting skimming, tending and maintaining boom, collecting sheen and light oil in shallower waters, finding and removing tar balls from the water, transportation of supplies, personnel and wildlife.

Oil surveillance will be conducted from the air rather than on the water as this is more efficient and means we work more quickly in finding and recovering the oil.

Q4. There are too many recreational boats in VoO currently. Why are you not using more fishing vessels as this is where the biggest financial impact is?
A. We have over 5000 commercial and charter fishing vessels now contracted and in our pool available to put onto the water. On average 3000 vessels are in the water daily across the Gulf Coast, and over 85% of these registered as commercial and charter

fishing vessels. We have revised our policy to prioritize local owner/operated commercial and charter vessels and their crews. Going forward our intent is that recreational boats will only be used by exception when no other vessel is suitable or available.

Q5. Can I still sign up to VoO?
A. Yes, we will continue to seek new contracts and we will work with local communities to discuss new needs and ensure a fair and equitable entry into the pool. Our focus going forward will be to contract with local vessel owners who own the types of vessels we need so future opportunities will be targeted.

Q6. Who decides how many vessels are activated?
A. Operational Demand for VoO vessels is set by Branch Directors, based on the ongoing and future activities being conducted.

Q7. Is there a cut off date when you need to be licensed to get into the program?
A. Yes, we have heard from fishing communities that a few people have taken advantage of the VoO program by purchasing boats and licences after the program opened. The intent of BP's VoO is to employ those who were make a living from fishing on the sea at the time the spill began. Therefore, we will only accept vessels registered to their owner prior to March 31, 2010.

Q8. What training is needed and who pays for this?
Captain and crew members all need to complete OSHA four hours of marine safety training. The boat under contract needs to pass a Coast Guard dockside examination and the owner needs to make sure the vessel and the crew are fit for the activity. This includes being free from drugs and alcohol.

Q9. How is BP selecting vessels for deployment to sea as it doesn't seem fair?
A. We select vessels based on the work that needs to be done and the vessels that are most technically suited to do that work. If we have several suitable vessels, we will do an 'hours based' selection where the vessel with the least time on the water will be called up first and those with most time may be rotated out for a time.

Q10. Why have some owners got 3 boats on the water and others none?
A. As we ramped up the program, the focus was getting the fleet together. We are introducing a new policy of '1 vessel activated per owner' until the supply of that type of vessel is exhausted, at which point a 2nd vessel of that type from that owner will be considered. It will take a bit of time to rotate vessels in the current fleet, but this is our plan going forward to make the program more equitable.

Q11. Is there a call in number for VoO to get more information?
A. Yes, we are putting a dedicated, toll-free telephone number in place for all questions related to VoO – **1 866.279.7983**. BP Community Outreach offices will announce training events on an ongoing basis.

Q12. Who can sign up?
A. Vessel owners of commercial and charter boats, registered before March 31st, 2010 in the respective state that meet the specified requirements advertised.

Q13. How do I know my vessel is suitable?
A. Vessels will be further vetted during staging to ensure they meet safety regulations and are suited to the required activities.

Q14. What other safety and technical training is provided?
A. In addition to the OSHA 4 hour training a range of safety activities will also be activated which are explained in the BP Factsheet issued on June 8th.

Q15. How do vessels coming into contact with oil get cleaned?
A. BP has a standard policy and procedure which is provided to its selected contractors who manage vessel and major equipment decontamination. Vessels coming into contact with oil during a VoO operation will be de-oiled before they return from open waters to the harbor/dockside area. This procedure outlines specific decontamination requirements by vessel type.

Q16. How are you managing non-English speakers in VoO program?
A. Enrolment, training and materials relating to VoO will be provided in English and supported by translators as needed for Vietnamese, Spanish and Khmer native speakers.

Q17. Can you give more details on how selection is done?
A. Vessels are typically selected from the vessel database that is generated from the signed contracts, using the following criteria:

- Vessel size and type must meet mission needs.
- Vessel and crew have received minimum safety training.
- Vessel is registered in the state/county where mission is located.
- Vessel is from the closest port to the mission location.
- Vessel is commercial fishing vessel (if it meets the mission needs).
- Vessel is commercial charter vessel (if it better suits the needs or fishing vessel not available).
- Final selection is made by the Vessels of Opportunity Logistics team based on 'hours worked'.

Q18. Who calls me up to let me know my vessel is being activated?
A. Owners and captains will receive a phone call from a BP authorized VoO state Logistics team when they are selected for hire. BP will give as much advance notice as possible before activation (24-48 hrs).

Q19. How much are vessel owners, captains and deck crews being paid?
A. Payment to the vessel owner is made based on size of the vessel and crew. <u>There is no payment when on stand-by or waiting at dockside</u>. Payments start when vessel enters the water to commence oil recovery activities.

- Vessel >65'	$3000/24 hour day

- Vessel >45'-65' - Vessel >30'-45' - Vessel less than 30'	$2000/24 hour day $1500/24 hour day $1200/24 hour day

Crew Services	
1. Actual spill response, classroom training, table top activities or meetings as defined in contract	$200.00/8 hour day/crew member If 12 hours are worked will be pro-rated to $300/day/crew member
	Meals provided by Vessel Owner

All payments are made to the vessel owner. If vessels are activated for deployment on a given day and are not used, the day rate will still be paid.

Q20. I have finished my first VoO job but after 10 days I still haven't gotten my check. Why?
A. Your initial payment will be processed within 15 days of the end of your first VoO job. If you continue after that, you will receive payment on a 14 day schedule.

Q21. Who pays for fuel for my boat?
A. BP pays for fuel used on VoO duties through a formula written into the contract. As an alternative, some areas pay upon receipts, linked to the hours worked. You need to get authorization for payment before other fuelling.

Additional fuel while on hire (ie. offshore) will be provided by BP fueling systems

Q22. Why are more vessels not participating as more oil comes nearer the shoreline?
A. There are already over 3000 vessels in the active VoO fleet daily. VoOs are continuing to be embedded into strike task forces to maximize oil recovery and the numbers needed are defined by the operational chiefs in each IC. We will build additional task forces as they are needed to fight the oil offshore.

Q23. Will there be a VoO program in the Florida Peninsula where there has not been any impact from oil?
A. The VoO program is an important way for us to be ready to attack any oil that may threaten the Florida Peninsula. Although, the risk to the region remains low at this time, Unified Command is putting a VoO program in place so we will be ready should that risk change. We are recruiting and training a limited number of vessels and crews in the following counties: Taylor, Dixie, Levy, Citrus, Hernando, and Monroe. Today, there is no need to activate any of these VoOs.

Louisiana Specific FAQs

Q. Louisiana has seen more oil on water, why aren't there more boats being used in here?
A. The number of vessels listed in the BP VoO program for Louisiana doesn't include local vessels operating for the state of Louisiana, local vessels under the control of the presidents of Plaquemines and Jefferson parishes or vessels being operated by BP contracted Oil Spill Response Organizations ("OSRO's). This policy document is focused on the VoO vessels BP has contracted with.

Q. Why do Jefferson and Plaquemines parishes have their own Navies? Who controls signups for these fleets?
A. The Unified Command agreed early on to allow these parishes to maintain a fleet for cleanup. The parish presidents maintain the fleet.

Q. Some of the boats seen at sea are from outside the Gulf Coast. Why does that happen if we are trying to support local fishermen?
A. Vessels operating offshore in the clean-up effort come from a number of sources. The majority of the vessels are VoOs, and those boats are local hires. However, the Oil Spill Response Organization (OSRO) manages a fleet of vessels that are from various parts of the country and even from foreign countries. The outside vessels have special training for oil spill response

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 2
23-10-270V36043	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
	08/11/2010	HSCG27-10-P-V36043		

7. FOR SOLICITATION INFORMATION CALL	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE OR LOCAL TIME

9. ISSUED BY CODE 37070

Commander
USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199
(757)295-015

REQUIRED DELIVERY DATE: 08/16/2010

10. THIS ACQUISITION IS

- (X) UNRESTRICTED
- ( ) SET ASIDE 0.00 % FOR
  - ( ) SMALL BUSINESS
  - ( ) HUBZONE SMALL BUSINESS
- ( ) 8(A)

NAICS: 333112
SIZE STANDARD:

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED
[ ] SEE SCHEDULE

12. DISCOUNT TERMS
Net: 30 Disc: 0
Fast Pay: [ ] Per: 0
Excl: $0.00

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) [ ]

13b. RATING

14. METHOD OF SOLICITATION [ ] RFQ [ ] IFB [ ] RFP

15. DELIVER TO Commander CODE 37160
USCG ICP MOBILE (251)441-6238 PHONE
100 Singing River Bldg 108
Pascagoula MS 39567

16. ADMINISTERED BY CODE 33272
USCG UAC
1250 Poydras Street
New Orleans LA 70113

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE
CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.
CARLENE WILLIAMS
BEN NELSON GOLF AND UTILITY VEHICLES LIMITED LIABILITY COMPANY
401 COUNTRY PLACE PKWY
PEARL MS 392086774
USA

18a. PAYMENT WILL BE MADE BY CODE 51800
https://www.fincen.uscg.mil/secure/vsh_invoices.htm
OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115
Customer Service No: (800)564-5504

[N] **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED [N] SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	Vendor to supply 2 EZ GO MPT golf carts for the period of August 16th - September 16th, 2010. 2VSZ 172950N10036/ 37160/2523/N10036/DEF. TASK $(b) (5)	2	EA	$(b) (5)	$(b) (5)

Please include block #1 on invoice. E-mail: cscall@fincen.uscg.mil

(Use Reverse and/or Attach Additional Sheets as Necessary)

25. ACCOUNTING AND APPROPRIATION DATA

/ / /FC00/ / $0.00
2VSZ 172950N10036 /37160 /2523 /000 / N10036 / $(b) (5)

26. TOTAL AWARD AMOUNT *(For Govt. Use Only)* $(b) (5)

[ ] **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ( ) ARE (X) ARE NOT ATTACHED.

[ ] **27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA** ( ) ARE (X) ARE NOT ATTACHED.

[ ] **28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN** 0 **COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.**

[ ] **29. AWARD OF CONTRACT: REFERENCE** _____ **OFFER DATED** 08/11/2010 **YOUR OFFER ON SOLICITATION (BLOCK 5,) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS:** _____

30a. SIGNATURE OF OFFEROR/CONTRACTOR

31a. UNITED STATES OF AMERICA *(Signature of Contracting Officer)*
(b) (6)

30b. NAME AND TITLE OF SIGNER *(TYPE OR PRINT)*	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	08/11/2010

AUTHORIZED FOR LOCAL REPRODUCTION
Previous Edition Not Usable

STANDARD FORM 1449 (4-02)
Prescribed by GSA – FAR (48 CFR) 53.212

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVT. REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVT. REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVT. REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVT. REPRESENTATIVE
	32g. E-MAIL OF AUTHORIZED GOVT. REPRESENTATIVE

33. SHIP NUMBER ☐ PARTIAL ☐ FINAL	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT ☐ COMPLETE ☐ PARTIAL ☐ FINAL	37. CHECK NUMBER

38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY *(Print)*	
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT *(Location)*	
		42c. DATE REC'D *(YY/MM/DD)*	42d. TOTAL CONTAINERS

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 2
23-10-290VYY941	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
	07/16/2010	HSCG29-10-P-VYY941		

7. FOR SOLICITATION INFORMATION CALL	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE/ LOCAL TIME

9. ISSUED BY CODE 37070

Commander
USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199
(757)295-2014

REQUIRED DELIVERY DATE: 08/15/2010

10. THIS ACQUISITION IS
- (X) UNRESTRICTED
- ( ) SET ASIDE 0.00 % FOR
  - ( ) SMALL BUSINESS
  - ( ) HUBZONE SMALL BUSINESS
- ( ) 8(A)

NAICS: 531130
SIZE STANDARD:

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED [ ] SEE SCHEDULE

12. DISCOUNT TERMS Net: 30 Disc: 0 Past Pay: [ ] Per: 0 Excl: $0.00

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) [ ]

13b. RATING

14. METHOD OF SOLICITATION [ ] RFQ [ ] IFB [ ] RFP

16. DELIVER TO LT (b) (6) CODE 54321

USCG VSU PASCAGOULA (757)647-0803
100 Singing River Island Bldg: 108
Pascagoula MS 39567

17. ADMINISTERED BY CODE 37070

USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE
CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.

Bryan Giacone
WILLIAMS SCOTSMAN INCORPORATED (5775)
8550 BELLINGRATH RD

THEODORE AL 365822702
USA

18a. PAYMENT WILL BE MADE BY CODE 51800

https://www.fincen.uscg.mil/secure/web_invoices.htm

OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115

Customer Service No: (800)564-5504

[N] **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED [N] SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	RENTAL OF SIX (6) 20 x 8 CONTAINER BOX @ $70 PER CONNEX BOX. . FEATURES: HIGH SECURITY STEEL HIGH SECURITY LOCKING SYSTEM GROUND LEVEL ENTRY 2VSZ 172950N10036/ 33272/2523/N10036/DEP. TASK $(b) (5)	6	MO	$(b) (5)	$(b) (5)
2	DELIVERY OF THE SIX (6) COMNEX BOXES TO PASCAGOULA MS / RETURN CHARGES: TWO (2) 20' CONNEX BOXES WILL BE SHIPPED ON EACH TRUCK. 2VSZ 172950N10036/ 33272/2523/N10036/DEP. TASK $(b) (5)	6	EA	$(b) (5)	$(b) (5)

Please include block #1 on invoice. E-mail: escal@fincen.uscg.mil
(Use Reverse and/or Attach Additional Sheets as Necessary)

25. ACCOUNTING AND APPROPRIATION DATA

2VSZ 172950N10036 / 33272 / 2523 / 000 / FOO / N10036 / $0.00 / $3,372.66

26. TOTAL AWARD AMOUNT (For Govt. Use Only) $3,372.66

[ ] **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ( ) ARE (X) ARE NOT ATTACHED.

[ ] **27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA** ( ) ARE (X) ARE NOT ATTACHED.

[ ] **28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN** 0 COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

[ ] **29. AWARD OF CONTRACT: REFERENCE** _____ **OFFER DATED** 07/16/2010 **YOUR OFFER ON SOLICITATION (BLOCK 5,) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS:** _____

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (Signature of Contracting Officer)
	(b) (6)

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	07/16/2010

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STANDARD FORM 1449 (4-02)
Prescribed by GSA – FAR (48 CFR) 53.212

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVT. REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVT. REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVT. REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVT. REPRESENTATIVE
	32g. E-MAIL OF AUTHORIZED GOVT. REPRESENTATIVE

33. SHIP NUMBER	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT	37. CHECK NUMBER
☐ PARTIAL ☐ FINAL			☐ COMPLETE ☐ PARTIAL ☐ FINAL	
38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY		

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT	42a. RECEIVED BY (Print)
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER / 41c. DATE	42b. RECEIVED AT (Location)
	42c. DATE REC'D (YY/MM/DD) / 42d. TOTAL CONTAINERS

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 3
23-10-270VYY957	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
GS-07F-0257M	07/09/2010	HSCG27-10-F-VYY957		

7. FOR SOLICITATION INFORMATION CALL	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE OR LOCAL TIME

9. ISSUED BY CODE 37070

Commander
USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199
(757)295-2014

REQUIRED DELIVERY DATE: 08/08/2010

10. THIS ACQUISITION IS
- (●) UNRESTRICTED
- ( ) SET ASIDE 0.00 % FOR
  - ( ) SMALL BUSINESS
  - ( ) HUBZONE SMALL BUSINESS
  - ( ) 8(A)

NAICS: 532120
SIZE STANDARD:

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED [ ] SEE SCHEDULE

12. DISCOUNT TERMS Net: 30 Disc: 0 Past Pay: [ ] Per: 0 Excl: $0.00

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) [ ]

13b. RATING

14. METHOD OF SOLICITATION [ ] RFQ [ ] IFB [ ] RFP

15. DELIVER TO Commanding Officer CODE 30342

CG STA PASCAGOULA (228)761-2600
108 Singing River Island RMF
Pascagoula MS 39595

16. ADMINISTERED BY CODE 37070

USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE

CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.

Bryan Giacone
WILLIAMS SCOTSMAN INCORPORATED (5775)
8550 BELLINGRATH RD

THEODORE AL 365822703
USA

18a. PAYMENT WILL BE MADE BY CODE 51800

https://www.fincen.uscg.mil/secure/web_invoices.htm

OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115

Customer Service No: (800)564-5504

[N] **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED [X] SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	6 MONTH LEASE FOR (1) ONE 20 X 8 MOBILE OFFICE TO INCLUDE THE FOLLOWING: SIZE: 20\' or 24\' long w. hitch 16\' x 8\' with a ceiling height of 7\' INTERIOR FINISH: Paneled Walls, Vinyl Tile Floors, Gypsum Ceiling. Furniture: (1) One built in desk with file cabinet (1) One built in plan table Overhead shelf UTILITIES: Fluorescent ceiling lights Breaker panel Electric Baseboard Heating Thru Wall AC unit EXTERIOR FINISH: Aluminum siding I Beam frame Standard drip rail gutters ***Please include block #1 on invoice. E-mail: cscall@fincen.uscg.mil*** ***(Use Reverse and/or Attach Additional Sheets as Necessary)***	1	JB	$ (b) (5)	$ (b) (5)

25. ACCOUNTING AND APPROPRIATION DATA

2VSZ 172950N10036 / 33272 / 252W / 000 / F09 / N10036 / $0.00 / $11,118.32

26. TOTAL AWARD AMOUNT (For Govt. Use Only) $11,118.32

[ ] **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ( ) ARE (●) ARE NOT ATTACHED.

[ ] **27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA** ( ) ARE (●) ARE NOT ATTACHED.

[ ] **28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN** 0 COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

[ ] **29. AWARD OF CONTRACT: REFERENCE** ____ OFFER DATED 07/09/2010 YOUR OFFER ON SOLICITATION (BLOCK 5) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS: ____

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (Signature of Contracting Officer)
	(b) (6)

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	07/10/2010

AUTHORIZED FOR LOCAL REPRODUCTION
Previous Edition Not Usable

STANDARD FORM 1449 (4-02)
Prescribed by GSA – FAR (48 CFR) 53.212

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
	Horizontal Windows Vision panel door with standard lock LEASING FEES: 6 Months @ $(b)(5) per month = $(b)(5) Delivery Freight $(b)(5) Installation: $(b)(5) Teardown: $(b)(5) Return Freight: $(b)(5) FOR A TOTAL OF $(b)(5) 2VSZ 172950N10036/ 33272/252W/N10036/DEF. TASK $(b)(5)				
2	6 MONTH LEASE FOR (1) ONE 60 x 24 MOBILE OFFICE TO INCLUDE THE FOLLOWING: SIZE: 64\' Long w hitch 60 x 24\' with 8\' ceilings INTERIOR FINISH: Paneled Walls Vinyl Floors Gypsum Ceiling Private office(s) FURNITURE: (2) Two built in desk with file cabinets (1) built in plan table Overhead shelf UTILITIES: Fluorescent ceiling lights Single phase electric Breaker panel Central HVAC EXTERIOR FINISH: Horizontal slider windows (2) Vision panel doors with standard locks	1	JB	$(b)(5)	$(b)(5)

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVT. REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVT. REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVT. REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVT. REPRESENTATIVE 32g. E-MAIL OF AUTHORIZED GOVT. REPRESENTATIVE

33. SHIP NUMBER ☐ PARTIAL ☐ FINAL	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT ☐ COMPLETE ☐ PARTIAL ☐ FINAL	37. CHECK NUMBER

38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY (Print)
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT (Location)
		42c. DATE REC'D (YY/MM/DD) / 42d. TOTAL CONTAINERS

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
	Aluminum siding I Beam frame Standard drip rail gutters LEASING FEES: 6 months @ $ (b) (5) per month = $ (b) (5) Delivery Freight: $ (b) (5) Installation: $ (b) (5) Teardown: $ (b) (5) Return Freight: $ (b) (5) FOR A TOTAL $ (b) (5) 2VSZ 172950N10036/ 33272/252W/N10036/DEF. TASK $ (b) (5)				

ORDER FOR SUPPLIES OR SERVICES

PAGE 1 OF 2 PAGES

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

1. DATE OF ORDER: 08/03/2010	2. CONTRACT NO. (If any)
3. ORDER NO.: HSCG29-10-P-MC0941	4. REQUISITION/REFERENCE NO.: 23-10-290MC0941

5. ISSUING OFFICE (Address correspondence to): Commander, USCG SECTOR HAMPTON ROADS, 4000 Coast Guard Blvd, Portsmouth VA 23703-2199 — Phone: (757)295-2014 — Room:

6. SHIP TO:
a. NAME OF CONSIGNEE: USCG VSU PASCAGOULA
SKCS (b)(6)
b. STREET ADDRESS: 100 SINGING RIVER ISLAND PARKWAY
c. CITY: PASCAGOULA — d. STATE: MS — e. ZIP CODE: 39550
f. SHIP VIA — g. PHONE NO.: (757)288-9991 — h. ROOM No.

7. TO: CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.
a. NAME OF CONTRACTOR: DELTA SANITATION
b. POC NAME: DARLENE GAUBERT
c. STREET ADDRESS: 1308 BIENVILLE BLVD — PHONE NO.
d. CITY: OCEAN SPRINGS — e. STATE: MS — f. ZIP CODE: 395642914
USA

8. TYPE OF ORDER
☑ a. PURCHASE — REF YOUR: _____
Please furnish the following on the terms and conditions specified on both sides of this order and on the attached sheet, if any, including delivery as indicated.
☐ b. DELIVERY — Except for billing instructions on the reverse, this delivery order is subject to instructions contained on this side only of this form and is issued subject to the terms and conditions of the above numbered contract.

9. ACCOUNTING AND APPROPRIATION DATA

/ / /P00/	/	$0.00
2VSZ 172950N10036/33272/2523/000/N10036	/	$571.20
/ / / /	/	

10. REQUISITIONING OFFICE: USCG SECTOR HAMPTON ROADS, 4000 Coast Guard Blvd, Portsmouth VA 23703-2199 — Unit: 37070 — Ph.: (757)295-2014

11. BUSINESS CLASSIFICATION
○ a. SMALL ◉ b. OTHER THAN SMALL ☐ c. DISADVANTAGED ☐ d. WOMEN-OWNED

12. F.O.B. POINT	14. GOVERNMENT B/L NO.	15. DELIVER TO F.O.B. POINT ON OR BEFORE (Date)	16. DISCOUNT TERMS
DESTINATION		09/02/2010	Net: 0 Disc %: 0 Fast Pay: ☐ Per days: 30 Excl: $0.00

13. PLACE OF
a. INSPECTION: PASCAGOULA, MS
b. ACCEPTANCE: PASCAGOULA, MS

17. SCHEDULE

ITEM NO. (a)	SUPPLIES OR SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
1	THIS CONTRACT IS FOR 2 MONTHS FROM AUG 5, 2010 - OCT 5, 2010. THE VENDOR SHALL PROVIDE 4 PORTABLE TIOLETS THAT WILL BE SERVICES 1 x PER WEEK. $(b)(5) PER MONTH PER PORTABLE TOILET X 4 PORTIABLE TOILETS = $(b)(5) PER MONTH	2	MO	$(b)(5)	$(b)(5)	

Please include block #4 on invoice E-mail:csoall@fincen.uscg.mil (Attach Additional Sheets as Necessary)

SEE BILLING INSTRUCTIONS ON REVERSE	18. SHIPPING POINT	19. GROSS SHIPPING WEIGHT: 0	20. INVOICE NO.	
	21. SUBMIT INVOICES TO: https://www.fincen.uscg.mil/secure/web_invoices.htm OR MAIL INVOICE TO:			17(h) TOT. (Cont. Pages) $0.00
	a. NAME: Commercial Invoices — Unit Name: USCG Finance Center			
	b. STREET ADDRESS (or P.O. Box): PO BOX 4115 — Customer Service No.: (800)564-5504			17(i) GRAND TOTAL $(b)(5)
	c. CITY (or P.O. Box): Chesapeake — d. STATE: VA — e. ZIP CODE: 23327-4115			

22. UNITED STATES OF AMERICA BY (Signature): (b) (6)

23. NAME (Typed): (b) (6)
TITLE: CONTRACTING/ORDERING OFFICER

CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made

AUTHORIZED FOR LOCAL REPRODUCTION
Previous edition not usable

Computer Generated

OPTIONAL FORM 347 (Rev. 6/95)
Prescribed by GSA/FAR 48 CFR 53.213(c)

ORDER FOR SUPPLIES OR SERVICES

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

Document Number: 23-10-290MC0941

17. SCHEDULE

ITEM NO. (a)	SUPPLIES OR SERVICES. (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	PLEASE DELIVER TO: USCG VSU PASCAGOULA 100 SINGING RIVER ISLAND PARKWAY PASCAGOULA, MS 39595 POC: SKCS (b) (6) PHONE: 757-288-9991 2VSZ 172950N10036/ 33272/2523/N10036/DEF, TASK $ (b) (5)					

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 2
23-10-290VYY958	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
	07/14/2010	HSCG29-10-P-VYY958		

7. FOR SOLICITATION INFORMATION CALL:	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE/ LOCAL TIME

8. ISSUED BY CODE 37070

Commander
USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199
(757)295-2014

REQUIRED DELIVERY DATE: 08/13/2010

9. THIS ACQUISITION IS
- (X) UNRESTRICTED
- ( ) SET ASIDE 0.00 % FOR
  - ( ) SMALL BUSINESS
  - ( ) HUBZONE SMALL BUSINESS
- ( ) 8(A)

NAICS: 531120
SIZE STANDARD:

10. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED [ ] SEE SCHEDULE

11. DISCOUNT TERMS Net: 30 Disc: 0 Fast Pay: [ ] Per: 0 Encl: $0.00

12a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) [ ]

12b. RATING

13. METHOD OF SOLICITATION [ ] RFQ [ ] IFB [ ] RFP

15. DELIVER TO CODE NAS PANAMA CITY ATTN USCG VSU

CWO (b) (6)
South tip Solmans Drive Bldg 597
Panama City FL 24070
(727)432-3293 PHONE

16. ADMINISTERED BY CODE 37070

USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE

CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.

Glen Rodriguez
MCGRATH RENTCORP
1100 HIGHWAY 559

AUBURNDALE FL 338230000
USA

18a. PAYMENT WILL BE MADE BY CODE 51800

https://www.fincen.uscg.mil/secure/web_invoicex.htm

OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115

Customer Service No: (800)564-5504

[N] **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED [N] SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	Six (6) Month rental for One (1) 8\\\\\\\' x 20\\\\\\\' modular office (ITEM 1825) to include the following : R-11 insulated walls and ceiling One (1) ton HVAC with heat strip Vinyl composition tile (VCT) flooring 125 AMP panel box External hard wired motion detector light Security bar(s) on window(s) and door(s) External GFCI receptacle(s) Forklift pockets to facilitate movement Dimensions: Exterior dimensions: 20\\\\\\\' 0\\\\\\\" L x 8\\\\\\\' 0\\\\\\\" W X 8\\\\\\\' 6\\\\\\\" H Interior dimensions: 18\\\\\\\' 6\\\\\\\" L x 7\\\\\\\' 4\\\\\\\" W x 6\\\\\\\' H 2VSZ 172950N10036/ *Please include block #1 on invoice. E-mail: cscall@fincen.uscg.mil* *(Use Reverse and/or Attach Additional Sheets as Necessary)*	6	NO	$ (b) (5)	$ (b)(5)

25. ACCOUNTING AND APPROPRIATION DATA

2VSZ	172950N10036	33272	252W	FOO 000	N10036	$0.00	$2,130.00

26. TOTAL AWARD AMOUNT *(For Govt. Use Only)* $2,130.00

[ ] **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ( ) ARE (X) ARE NOT ATTACHED.

27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA ( ) ARE (X) ARE NOT ATTACHED.

[ ] **28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN** 0 COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

[ ] **29. AWARD OF CONTRACT: REFERENCE** _____ OFFER DATED 07/14/2010 YOUR OFFER ON SOLICITATION (BLOCK 5) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS: _____

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (Signature of Contracting Officer)
	(b) (6)

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	07/14/2010

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 2
23-10-290VYY984	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
	07/13/2010	HSCG29-10-P-VYY984		

7. FOR SOLICITATION INFORMATION CALL	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE OR LOCAL TIME

9. ISSUED BY CODE 37070

Commander
USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199
(757)295-2014

REQUIRED DELIVERY DATE: 08/12/2010

10. THIS ACQUISITION IS

- (X) UNRESTRICTED
- ( ) SET ASIDE 0.00 % FOR
  - ( ) SMALL BUSINESS
  - ( ) HUBZONE SMALL BUSINESS
- ( ) 8(A)

NAICS: 332999
SIZE STANDARD:

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED [ ] SEE SCHEDULE

12. DISCOUNT TERMS Net: 30 Disc: 0 Fast Pay: [ ] Per: 0 Excl: $0.00

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) [ ]

13b. RATING

14. METHOD OF SOLICITATION [ ] RFQ [ ] IFB [ ] RFP

15. DELIVER TO CW03 (b) (6) CODE

NAS Pencacola c/o/ USCG VSU
211 south Ave BLDG 38 RMB
Pensacola FL 32508

16. ADMINISTERED BY CODE 37070

USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE

CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required; Your Duns number must be indicated on your invoice before payment will be made.

Derek Moore
APPLIED FABRIC TECHNOLOGIES INCORPORATED
227 THORN AVE.
PO BOX 575
ORCHARD PARK NY 141270575
USA

18a. PAYMENT WILL BE MADE BY CODE 51800

https://www.fincen.uscg.mil/secure/vmb_invoices.htm

OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115

Customer Service No: (800)564-5504

[N] **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED [N] SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	DOP 160 Stator Cutting Device p/n 180654 2VSZ 172950N10036/ 71107/2675/N10036/DEF. TASK $ (b) (5)	1	EA	$(b) (5)	$(b) (5)
2	Sectional Discs p/n 180290 for DS2500 (skimmer) pump with screws p/n 705002 set of ten (10). $1775.00 per set of ten (10) screws and ten (10) sectional discs. 2VSZ 172950N10036/ 71107/2675/N10036/DEF. TASK $ (b) (5) *Please include block #1 on invoice. E-mail: cscall@fincen.uscg.mil* *(Use Reverse and/or Attach Additional Sheets as Necessary)*	6	SE	$ (b) (5)	$ (b) (5)

25. ACCOUNTING AND APPROPRIATION DATA

2VSZ 172950N10036 / 71107 / 2675 / F00 / 000 / N10036 / $0.00
$11,215.00

26. TOTAL AWARD AMOUNT *(For Govt. Use Only)* $11,215.00

[ ] **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ( ) ARE (X) ARE NOT ATTACHED.

27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA ( ) ARE (X) ARE NOT ATTACHED.

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 0 **COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.** [ ]

29. AWARD OF CONTRACT: REFERENCE OFFER DATED 07/13/2010 **YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS:** [ ]

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (Signature of Contracting Officer)
	(b) (6)

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	07/13/2010

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVT. REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVT. REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVT. REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVT. REPRESENTATIVE
	32g. E-MAIL OF AUTHORIZED GOVT. REPRESENTATIVE

33. SHIP NUMBER	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT	37. CHECK NUMBER
☐ PARTIAL ☐ FINAL			☐ COMPLETE ☐ PARTIAL ☐ FINAL	
38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY		

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY (Print)
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT (Location)
		42c. DATE REC'D (YY/MM/DD) / 42d. TOTAL CONTAINERS

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 2
23-10-270V36044	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
	08/12/2010	HSCG27-10-P-V36044		

7. FOR SOLICITATION INFORMATION CALL	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE OR LOCAL TIME

9. ISSUED BY CODE 33272

Commander
UAC NOLA
1250 Poydras Street
New Orleans LA 70113
(504)335-0243

REQUIRED DELIVERY DATE: 08/21/2010

10. THIS ACQUISITION IS
- (•) UNRESTRICTED
- ( ) SET ASIDE 0.00 % FOR
  - ( ) SMALL BUSINESS
  - ( ) HUBZONE SMALL BUSINESS
- ( ) 8(A)

NAICS: 518210
SIZE STANDARD:

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED ☐ SEE SCHEDULE

12. DISCOUNT TERMS Net: 15 Disc: 0 Fast Pay: ☐ Per: 0 Excl: $0.00

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) ☐

13b. RATING

14. METHOD OF SOLICITATION ☐ RFQ ☐ IFB ☐ RFP

15. DELIVER TO CODE 33272

UAC NOLA
1250 Poydras Street
New Orleans LA 70113
(504)335-0243
RMD

16. ADMINISTERED BY CODE 33272

UAC NOLA
1250 Poydras Street
New Orleans LA 70113

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE

CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.

MARC MULLEN
PIER SYSTEMS INCORPORATED
1204 RAILROAD AVE STE 200

BELLINGHAM WA 982254733
USA

18a. PAYMENT WILL BE MADE BY CODE 51800

https://www.fincen.uscg.mil/secure/vsb_invoices.htm

OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115

Customer Service No: (800)564-5504

[N] **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED [N] SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	PIER Subscription. Service period 11 Aug - 31 Oct 2010. Site #2931 Unified Command for BP Oil Spill 2VSZ 172950N10036/ 33272/252W/N10036/DEF. TASK $ (b) (5)	3	MO	$ (b) (5)	$ (b) (5)
2	SMS Text Messaging - August 12 2VSZ 172950N10036/ 33272/252W/N10036/DEF. TASK $ (b) (5)	1	JB	$ (b) (5)	$ (b) (5)
3	SMS Text Messaging - September 2VSZ 172950N10036/ 33272/252W/N10036/DEF. TASK $ (b) (5)	1	JB	$ (b) (5)	$ (b) (5)
4	SMS Text Messaging - October Usage fees (if exceeding the amount invoiced above) ***Please include block #1 on invoice. E-mail: ccall@fincen.uscg.mil*** ***(Use Reverse and/or Attach Additional Sheets as Necessary)***	1	JB	$ (b) (5)	$ (b) (5)

25. ACCOUNTING AND APPROPRIATION DATA

2VSZ 172950N10036 / 33272 / F00 / 252W / 000 / N10036 / $0.00 / $4,946.75

26. TOTAL AWARD AMOUNT *(For Govt. Use Only)* $4,946.75

☐ **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ( ) ARE (•) ARE NOT ATTACHED.

27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA ( ) ARE (•) ARE NOT ATTACHED.

☑ **28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN** 0 COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

☐ **29. AWARD OF CONTRACT: REFERENCE** ____ OFFER DATED 08/12/2010 YOUR OFFER ON SOLICITATION (BLOCK 5.) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS: ____

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (Signature of Contracting Officer)
	(b) (6)

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	08/21/2010

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
	Fax: $(b)(5)/min SMS: $(b)(5)/msg Phone: $(b)(5)/min Additional Data Transfers: $(b)(5)/GB (after first 200 GB) Additional Storage: $(b)(5)/GB/Mo (after first 10 GB) Service Contract Act applies DOL Wage Determination No. 2005-2564 Revision: 12 Date of Revision: 06/15/2010 2VSZ 172950N10036/ 33272/252W/N10036/DEF. TASK $(b)(5)				

32a. QUANTITY IN COLUMN 21 HAS BEEN ☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____				
32b. SIGNATURE OF AUTHORIZED GOVT. REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVT. REPRESENTATIVE		
32e. MAILING ADDRESS OF AUTHORIZED GOVT. REPRESENTATIVE		32f. TELEPHONE NUMBER OF AUTHORIZED GOVT. REPRESENTATIVE 32g. E-MAIL OF AUTHORIZED GOVT. REPRESENTATIVE		
33. SHIP NUMBER ☐ PARTIAL ☐ FINAL	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT ☐ COMPLETE ☐ PARTIAL ☐ FINAL	37. CHECK NUMBER
38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY		
41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY (Print)		
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT (Location)		
		42c. DATE REC'D (YY/MM/DD)	42d. TOTAL CONTAINERS	

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, 30

1. REQUISITION NUMBER	Page 1 of 3
23-10-290MC0955	

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
	08/03/2010	HSCG29-10-P-MC0955		

7. FOR SOLICITATION INFORMATION CALL:	a. NAME	b. TELEPHONE NUMBER (No collect calls)	8. OFFER DUE DATE/ LOCAL TIME

9. ISSUED BY CODE 37070

Commander
USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199
(757)295-2014

REQUIRED DELIVERY DATE: 09/02/2010

10. THIS ACQUISITION IS

- ○ UNRESTRICTED
- ◉ SET ASIDE 100.00% FOR
  - ◉ SMALL BUSINESS
  - ○ HUBZONE SMALL BUSINESS
- ○ 8(A)

NAICS: 333312
SIZE STANDARD:

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED ☐ SEE SCHEDULE

12. DISCOUNT TERMS Net: 30 Disc: 0 Fast Pay: ☐ Per: 0 Ext: $0.00

13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15CFR 700) ☐

13b. RATING

14. METHOD OF SOLICITATION ☐ RFQ ☐ IFB ☐ RFP

15. DELIVER TO SKCS (b) (6) CODE

USCG VSU PASCAGOULA (757)288-9991
100 SINGING RIVER ISLAND PARKWAY RMM
PASCAGOULA MS 39670

16. ADMINISTERED BY CODE 37070

USCG SECTOR HAMPTON ROADS
4000 Coast Guard Blvd
Portsmouth VA 23703-2199

17a. CONTRACTOR/OFFEROR CODE FACILITY CODE

CCR Mandatory for Payment. See www.CCR.gov.
CCR Registration Required: Your Duns number must be indicated on your invoice before payment will be made.

BETTY BORGATELLO
ALL CLEAN WATER SOLUTIONS LIMITED LIABILITY COMPANY
1230 MISSION DR BLDG #9

SOLVANG CA 934632930
USA

18a. PAYMENT WILL BE MADE BY CODE 51800

https://www.fincen.uscg.mil/secure/ebb_invoices.htm

OR MAIL TO:
Commercial Invoices
USCG Finance Center
PO BOX 4115
Chesapeake VA 23327-4115

Customer Service No: (800)564-5504

☐ N **17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER**

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a UNLESS BLOCK IS CHECKED ☐ N SEE ADDENDUM

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QTY	22. UNI	23. UNIT PRICE	24. AMOUNT
1	THIS CONTRACT IS FOR 2 MONTHS FROM Aug 5, 2010 - Oct 5, 2010. THE VENDOR WILL PROVIDE ONE LAUNDRY TRAILER TO INCLUDE BUT NOT LIMITED TO THE FOLLOWING : 6 WASHERS & 6 DRYERS 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $ (b) (5)	2	MO	$ (b) (5)	$ (b) (5)
2	GENERATOR TO BE RUN FOR A MAX OF 12 HOURS PER DAY. THE COAST GUARD WILL BE RESPONSIBLE FOR FUELING THE GENERATORS. 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $ (b) (5)	2	MO	$ (b) (5)	$ (b) (5)
3	WATER PRESSURE PUMP RENTAL 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $ (b) (5) ***Please include block #1 on invoice. E-mail: ccall@fincen.uscg.mil*** ***(Use Reverse and/or Attach Additional Sheets as Necessary)***	2	MO	$ (b) (5)	$ (b) (5)

25. ACCOUNTING AND APPROPRIATION DATA

	/	/	/F00 /	/			$0.00
2VSZ	172950N10036	/33272	/2523	/000 /	N10036	/	$23,342.00

26. TOTAL AWARD AMOUNT *(For Govt. Use Only)*
$23,342.00

☐ **27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3 AND 52.212-5 ARE ATTACHED. ADDENDA** ○ ARE ◉ ARE NOT ATTACHED.

☐ **27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA** ○ ARE ◉ ARE NOT ATTACHED.

☐ **28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN** 0 **COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.**

☐ **29. AWARD OF CONTRACT: REFERENCE** _____ **OFFER DATED** 08/03/2010 **YOUR OFFER ON SOLICITATION (BLOCK 5.) INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS:** _____

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (Signature of Contracting Officer)
	(b) (6)

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER	31c. DATE SIGNED
		(b) (6)	08/03/2010

19. ITEM NO	20. SCHEDULE OF SUPPLIES/SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
4	POTABLE WATER BLADDER CONTAINMENT TANKS. POTABLE WATER DELIVERY TO BE BILLED AT $(b) (5) PER GALLON 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $(b) (5)	2	MO	$(b) (5)	$(b) (5)
5	GRAY WATER BALDDER CONTAINMENT TANKS. GRAY WATER REMOVAL TO BE BILLED AT $(b) (5) PER GALLON 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $(b) (5)	2	MO	$(b) (5)	$(b) (5)
6	MOBILZATION CHARGES FOB MACON GA - PASCAGOULA, MS 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $(b) (5)	396	MI	$(b) (5)	$(b) (5)
7	DEMOBILZATION CHARGES FOB PASCAGOULA, MS - MACON GA PLEASE DELIVER TO : USCG VSU PASCAGOULA 100 SINGING RIVER ISLAND PARKWAY PASCAGOULA, MS 39595 POC: SKCS (b) (6) PHONE: 757-288-9991 Please Mail Invoice to Address listed in block 18a. Any questions concerning this order please contact SKC (b) (6) (b) (6) 2VSZ 172950N10036/ 33272/2523/N10036/DEF. TASK $(b) (5)	396	MI	$(b) (5)	$(b) (5)

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVT. REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVT. REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVT. REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVT. REPRESENTATIVE 32g. E-MAIL OF AUTHORIZED GOVT. REPRESENTATIVE

33. SHIP NUMBER ☐ PARTIAL ☐ FINAL	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT ☐ COMPLETE ☐ PARTIAL ☐ FINAL	37. CHECK NUMBER

38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY (Print)
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT (Location)
		42c. DATE REC'D (YY/MM/DD) / 42d. TOTAL CONTAINERS

Executive Summary

Project Summary

Current Federal Project Ceiling:	$	441,767,579.00
Obligations to Date:	$	422,434,817.29
Federal Project Ceiling Remaining:	$	19,332,761.71

Outlays Per Core Accounting System	$	61,667,425.33

Initiation of Natural Resource Damage Assessment	$	22,415,125.00

Amount Remaining In The OSLTF Emergency Fund For All Federal Oil Spill Responses	$	20,629,119.13

Status of Budgetary Resources

Obligations and Outlays

General Ledger (SZ Approp)

A	Undelivered Orders (UDO)	$	386,045,837.16
B	Expenditures	$	87,350,046.76
C	Total Obligations *(A + B)*	$	473,395,883.92

Budgetary Resources

D	Apportioned Available Budget Authority *(note 3)*	$	562,691,513.14
E	Anticipated Recoveries	$	5,785,061.57
F	Total Obligations *(C)*	$	473,395,883.92
G	Remaining Balance *((D-(E+F))*	$	83,510,567.65
H	Funds Allocated to FOSC for Active Cases *(note 1)*	$	62,881,448.52
I	Available for future project response *((G - H)(notes2, 3)*	$	20,629,119.13

Reimbursement Activity From Responsible Party

J	Billed for reimbursement	$	222,008,591.54
K	Reimbursement Received	$	222,008,591.54
L	Unpaid Reimbursement *(J - K)*	$	-

Note 1: Unobligated amounts allocated to ongoing cases

Note 2: Includes Spills of National Significance and expected future spill response cases.

Note 3: Funding available to the EF now includes $300 million apportioned as authorized in PL 111-191.

Federal Project Summary

FPN: N10036 **Name: Mississippi Canyon Block 252 Oil Spill**

Current Period: 4/20/2010 **to** 8/4/2010

		FPN Ceiling:	**$441,767,579.00**
Coast Guard Recoverable Costs			
Total Coast Guard Personnel Costs		$62,613,595.92	
Total Coast Guard Cutter Costs		$58,853,349.50	
Total Coast Guard Small Boat Costs		$2,593,545.36	
Total Coast Guard Aircraft Costs		$32,642,803.20	
Total Coast Guard Equipment Costs		$3,463,411.00	
Total Coast Guard Vehicles Costs		$2,990.48	
Total Coast Guard Recoverable Costs:		**$160,169,695.46**	
OSLTF-Funded Coast Guard Direct Costs			
Total Coast Guard Purchases		$2,811,790.14	
Total Coast Guard Travel Orders		$44,283,732.84	
Total Coast Guard Reserves - Doc Type 71 Obligations		$18,587,710.44	
Total Coast Guard Reserves - Doc Type 72 Obligations		$3,079,010.23	
Total for Contractors		$11,335,545.34	
Total OSLTF-Funded Coast Guard Direct Costs:		**$80,097,788.99**	**$80,097,788.99**
Other Removal Costs Funded From the OSLTF:			
Total PRFA Costs:		$167,276,660.40	
Total MIPR Costs:		$175,060,367.90	
Total Other Removal Costs Funded From the OSLTF:		**$342,337,028.30**	**$342,337,028.30**
Total Incident Costs To Date:		**$582,604,512.75**	
Total Costs Funded from the OSLTF:			**$422,434,817.29**
Ceiling Remaining (Not Obligated)			**$19,332,761.71**
	Percentage of Ceiling Remaining		**4.4%**

Initiation of Natural Resource Damage Assessment: NPFC IAG with Federal Lead Administrative Trustee:	
DOI/USFWS (DCN 34-10-46-1-VX3003)	$22,415,125.00

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010

Name: Mississippi Canyon Block 252 Oil Spill			Daily Summary	
This Period	4/20/2010	Thru	8/4/2010	Printed: 8/5/2010 10:47
	N10036			
Ceiling:	$441,787,879.00			
Prev-Period:	$0.00			
This-Period:	$422,434,817.29			
Balance:	$19,353,061.71			

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 1	20-Apr	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 2	21-Apr	$20,531.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,531.00	$0.00	$36,470.24	$0.00	$0.00	$0.00	$0.00	$0.00	$36,470.24	$57,001.24
Day 3	22-Apr	$33,534.00	$0.00	$0.00	$0.00	$0.00	$0.00	$33,534.00	$0.00	$12,850.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,850.00	$46,384.00
Day 4	23-Apr	$86,052.00	$0.00	$0.00	$0.00	$0.00	$0.00	$86,052.00	$35,958.00	$57,250.00	$0.00	$0.00	$0.00	$250,000.00	$0.00	$343,208.00	$429,260.00
Day 5	24-Apr	$108,144.00	$0.00	$0.00	$0.00	$0.00	$0.00	$108,144.00	$3,518.00	$107,026.00	$0.00	$0.00	$0.00		$0.00	$110,544.00	$218,688.00
Day 6	25-Apr	$125,858.00	$0.00	$0.00	$0.00	$0.00	$0.00	$125,858.00	$0.00	$16,100.00	$0.00	$0.00	$0.00		$0.00	$16,100.00	$141,958.00
Day 7	26-Apr	$130,628.00	$0.00	$0.00	$178,865.70	$0.00	$0.00	$309,498.70	$2,218.63	$33,131.50	$0.00	$0.00	$0.00		$0.00	$35,350.13	$344,848.83
Day 8	27-Apr	$147,438.00	$0.00	$0.00	$211,161.80	$0.00	$0.00	$358,599.80	$0.00	$109,585.00	$0.00	$0.00	$0.00		$0.00	$109,585.00	$468,184.80
Day 9	28-Apr	$123,425.00	$0.00	$0.00	$151,171.30	$0.00	$0.00	$274,596.30	$0.00	$37,085.00	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,037,085.00	$1,311,681.30
Day 10	29-Apr	$183,587.00	$0.00	$0.00	$86,479.30	$0.00	$0.00	$249,062.30	$0.00	$30,332.00	$0.00	$0.00	$0.00		$0.00	$30,332.00	$282,394.30
Day 11	30-Apr	$181,318.00	$0.00	$0.00	$65,608.40	$0.00	$0.00	$246,926.40	$0.00	$864,257.59	$0.00	$0.00	$0.00	$5,700,000.00	$0.00	$6,564,257.59	$6,811,183.99
Day 12	1-May	$205,580.00	$211,680.00	$0.00	$211,196.50	$0.00	$0.00	$628,436.50	$0.00	$283,601.39	$0.00	$0.00	$0.00	$2,516,036.00	$0.00	$2,799,636.39	$3,428,073.89
Day 13	2-May	$184,591.00	$211,680.00	$0.00	$163,669.90	$0.00	$0.00	$559,921.90	$0.00	$171,084.00	$0.00	$0.00	$0.00		$0.00	$171,084.00	$730,995.90
Day 14	3-May	$138,953.00	$211,680.00	$0.00	$129,508.00	$0.00	$0.00	$480,142.00	$0.00	$10,983.00	$0.00	$0.00	$0.00		$0.00	$10,983.00	$491,125.00
Day 15	4-May	$105,688.00	$211,680.00	$0.00	$159,158.00	$0.00	$0.00	$476,526.00	$0.00	$14,383.00	$0.00	$0.00	$120,000.00	$1,421,450.00	$6,600,000.00	$8,155,833.00	$8,632,359.00
Day 16	5-May	$270,524.00	$278,868.00	$0.00	$117,443.90	$762.00	$0.00	$668,317.90	$2,791.81	$177,372.58	$0.00	$0.00	$282,000.00	$6,259,630.00	$349,830.00	$7,071,994.39	$7,740,312.29
Day 17	6-May	$262,387.00	$645,648.00	$0.00	$277,778.50	$2,392.00	$0.00	$1,179,143.50	$0.00	$21,763.00	$0.00	$0.00	$0.00		$4,530,000.00	$4,551,763.00	$5,730,906.50
Day 18	7-May	$346,128.00	$463,108.00	$0.00	$157,480.80	$2,392.00	$0.00	$969,048.50	$5,748.25	$32,238.00	$0.00	$0.00	$0.00		$0.00	$37,986.25	$1,007,035.18
Day 19	8-May	$332,842.00	$367,288.00	$0.00	$238,873.50	$410.00	$0.00	$925,063.50	$3,600.00	$126,300.00	$0.00	$0.00	$0.00	$2,614,058.00	$0.00	$2,743,958.00	$3,670,061.50
Day 20	9-May	$278,936.00	$386,220.00	$0.00	$173,317.10	$1,628.00	$0.00	$847,101.10	$1,430.75	$139,213.92	$0.00	$0.00	$0.00		$0.00	$140,644.67	$987,745.77
Day 21	10-May	$262,298.00	$317,520.00	$0.00	$149,102.80	$245.00	$0.00	$729,185.60	$26,319.05	$80,243.74	$0.00	$0.00	$0.00	$1,538,625.00	$0.00	$1,627,184.79	$2,356,390.39
Day 22	11-May	$307,029.00	$246,960.00	$0.00	$148,408.00	$0.00	$0.00	$700,395.00	$45,569.52	$79,688.74	$0.00	$0.00	$0.00		$0.00	$125,258.26	$826,280.26
Day 23	12-May	$318,314.50	$211,060.00	$0.00	$198,285.10	$245.00	$0.00	$727,905.60	$5,077.21	$85,308.48	$0.00	$0.00	$2,250,170.00	$200,000.00	$0.00	$2,540,555.67	$3,268,461.27
Day 24	13-May	$349,586.00	$211,680.00	$0.00	$207,054.20	$0.00	$0.00	$764,290.20	$0.00	$0.00	$0.00	$0.00	$0.00	$1,500,000.00	$0.00	$1,500,000.00	$2,264,290.20
Day 25	14-May	$336,828.00	$317,520.00	$0.00	$150,287.80	$245.00	$0.00	$806,880.80	$957.36	$0.00	$0.00	$0.00	$0.00	$1,536,781.12	$5,000.00	$1,542,738.48	$2,349,419.28
Day 26	15-May	$337,129.00	$211,680.00	$0.00	$133,404.90	$10,584.00	$0.00	$692,797.80	$15,419.96	$8,918.34	$0.00	$0.00	$0.00	$750,000.00	$30,000.00	$804,338.30	$1,497,135.90
Day 27	16-May	$268,965.00	$384,026.00	$0.00	$111,418.60	$0.00	$0.00	$668,409.60	$12,163.18	$2,000,980.34	$0.00	$0.00	$0.00		$152,750.00	$2,165,893.52	$2,831,302.12
Day 28	17-May	$375,713.00	$289,380.00	$0.00	$138,263.80	$10,763.00	$0.00	$812,118.80	$8,797.75	$128,045.28	$0.00	$0.00	$0.00	$968,308.10	$1,668,482.00	$2,774,634.13	$3,586,753.73
Day 29	18-May	$280,840.00	$578,780.00	$0.00	$119,885.00	$11,676.00	$0.00	$981,037.00	$4,084.56	$229,950.00	$0.00	$0.00	$0.00		$212,600.00	$446,634.56	$1,427,665.56
Day 30	19-May	$354,461.00	$578,760.00	$0.00	$239,821.30	$15,884.00	$0.00	$1,179,726.30	$11,079.92	$183,898.27	$0.00	$0.00	$0.00	$4,752,473.00	$0.00	$4,926,452.19	$6,106,178.49
Day 31	20-May	$302,514.00	$578,760.00	$0.00	$141,894.50	$0.00	$0.00	$1,022,888.60	$545.00	$32,671.78	$0.00	$0.00	$0.00		$0.00	$33,216.78	$1,056,185.28
Day 32	21-May	$398,418.00	$550,695.00	$0.00	$109,489.40	$10,492.00	$0.00	$1,023,084.40	$545.00	$224,624.20	$0.00	$0.00	$0.00	$900,000.00	$10,686,072.00	$11,811,241.20	$12,834,305.60
Day 33	22-May	$363,154.00	$423,380.00	$0.00	$187,183.70	$1,084.00	$0.00	$954,781.70	$702.50	$521,500.00	$0.00	$0.00	$0.00		$0.00	$522,202.50	$1,476,984.20
Day 34	23-May	$276,777.00	$155,400.00	$0.00	$181,943.90	$9,408.00	$0.00	$822,528.90	$702.50	$81,809.78	$3,603,500.00	$0.00	$0.00	$1,160,000.00	$268,392.00	$5,014,404.28	$5,836,933.18
Day 35	24-May	$288,153.50	$155,400.00	$0.00	$124,534.80	$9,408.00	$0.00	$557,496.10	$92,081.25	$218,171.78	$0.00	$0.00	$0.00	$5,618,027.00	$1,720,000.00	$7,650,280.03	$8,207,778.13
Day 36	25-May	$279,759.50	$77,700.00	$0.00	$187,988.40	$9,408.00	$0.00	$564,532.80	$13,050.26	$389,301.88	$0.00	$0.00	$1,800,000.00		$3,500,000.00	$5,682,351.84	$6,247,184.64
Day 37	26-May	$260,675.00	$77,700.00	$0.00	$178,845.80	$23,732.00	$0.00	$541,192.80	$5,549.14	$314,877.65	$0.00	$0.00	$0.00		$404,883.92	$724,908.71	$1,266,082.51
Day 38	27-May	$294,387.00	$155,400.00	$0.00	$183,427.80	$23,384.00	$0.00	$866,548.80	$9,898.00	$141,845.98	$0.00	$0.00	$787,101.00		$2,926.40	$940,983.38	$1,807,418.16
Day 39	28-May	$272,354.00	$155,400.00	$0.00	$210,014.30	$23,384.00	$0.00	$661,182.30	$33,854.81	$1,458,805.90	$959,513.04	$0.00	$0.00	$270,911.00	$12,891,361.00	$15,244,445.75	$15,905,598.05
Day 40	29-May	$259,284.00	$288,780.00	$0.00	$48,275.00	$23,384.00	$0.00	$621,703.00	$4,940.53	$173,620.00	$0.00	$0.00	$0.00	$2,888,026.00	$2,424,731.73	$5,488,318.26	$6,110,021.26
Day 41	30-May	$221,184.50	$578,780.00	$0.00	$198,672.50	$9,408.00	$0.00	$890,035.00	$2,562.54	$2,959,425.20	$0.00	$0.00	$0.00	$5,725,000.00	$15,000.00	$8,702,087.74	$9,598,122.74
Day 42	31-May	$266,648.00	$0.00	$0.00	$139,242.00	$9,408.00	$0.00	$414,298.00	$0.00	$2,900,042.18	$0.00	$0.00	$2,062,000.00	$28,381.27	$14,063.44	$4,994,506.89	$5,408,805.89
Day 43	1-Jun	$258,832.00	$155,400.00	$0.00	$269,910.90	$9,408.00	$0.00	$692,850.80	$0.00	$94,195.66	$0.00	$0.00	$0.00		$1,259,541.00	$1,353,736.66	$2,046,587.55
Day 44	2-Jun	$288,963.50	$0.00	$0.00	$207,881.10	$28,398.00	$0.00	$525,749.80	$21,361.19	$564,966.49	$0.00	$0.00	$0.00		$3,750,000.00	$4,336,957.68	$4,861,707.28
Day 45	3-Jun	$350,362.50	$275,187.50	$0.00	$288,118.50	$13,104.00	$0.00	$924,772.80	$2,325.58	$41,376.20	$22,000.00	$0.00	$0.00		$0.00	$65,701.78	$990,474.28
Day 46	4-Jun	$494,887.00	$155,400.00	$0.00	$314,987.70	$13,104.00	$0.00	$978,488.70	$21,191.36	$350,606.43	$0.00	$0.00	$0.00		$0.00	$371,797.82	$1,350,286.52
Day 47	5-Jun	$525,281.00	$155,400.00	$0.00	$288,882.10	$24,080.00	$0.00	$897,833.10	$0.00	$489,177.00	$0.00	$0.00	$0.00	$8,227,994.29	$0.00	$8,717,171.29	$9,709,004.39
Day 48	6-Jun	$838,319.00	$195,400.00	$0.00	$367,703.10	$50,076.00	$0.00	$1,106,498.10	$6,848.72	$218,096.80	$3,297,660.28	$0.00	$0.00		$2,302,944.00	$5,826,339.79	$6,933,837.88
Day 49	7-Jun	$824,224.40	$155,400.00	$0.00	$204,532.80	$27,312.00	$0.00	$1,011,468.20	$416,289.23	$94,481.21	$0.00	$0.00	$0.00		$9,300.20	$521,070.64	$1,532,538.84
Day 50	8-Jun	$754,870.50	$51,800.00	$0.00	$413,141.20	$21,408.00	$0.00	$1,243,220.70	$8,336.00	$510,931.32	$0.00	$0.00	$38,180.00	$6,152,345.00	$3,667,410.25	$10,373,191.57	$11,616,412.27
Day 51	9-Jun	$861,083.60	$310,800.00	$0.00	$398,258.70	$23,408.00	$0.00	$1,593,518.20	$12,060.69	$788,148.67	$0.00	$0.00	$0.00	$509,750.00	$0.00	$1,309,947.88	$2,893,465.88
Day 52	10-Jun	$778,202.30	$156,400.00	$0.00	$502,585.80	$37,008.00	$0.00	$1,473,206.10	$392,160.50	$95,382.00	$0.00	$0.00	$946,184.00	$8,771,378.00	$2,087,473.40	$12,272,597.90	$13,745,804.00
Day 53	11-Jun	$742,261.20	$165,400.00	$0.00	$535,830.30	$20,983.00	$0.00	$1,454,294.80	$8,040.51	$118,382.00	$0.00	$0.00	$0.00	$8,039,028.00	$0.00	$8,165,450.51	$9,619,745.09
Day 54	12-Jun	$585,887.40	$195,400.00	$0.00	$367,869.10	$85,421.00	$0.00	$1,174,487.60	$3,921.30	$451,064.48	$0.00	$0.00	$0.00	$800,000.00	$0.00	$1,254,985.78	$2,429,473.26
Day 55	13-Jun	$716,374.00	$64,750.00	$0.00	$434,879.50	$58,748.00	$0.00	$1,274,762.50	$3,327.48	$221,102.47	$0.00	$0.00	$0.00	$667,920.00	$0.00	$892,349.95	$2,167,162.45
Day 56	14-Jun	$776,808.50	$156,400.00	$0.00	$338,856.30	$59,188.00	$0.00	$1,329,362.80	$18,762.88	$606,574.72	$0.00	$0.00	$0.00	$1,890,000.00	$596,675.00	$3,112,012.40	$4,441,385.20
Day 57	15-Jun	$780,851.50	$367,080.00	$0.00	$323,747.20	$68,805.00	$0.00	$1,538,183.70	$321,697.71	$193,062.00	$0.00	$0.00	$0.00	$10,811,250.00	$0.00	$11,325,999.71	$12,864,183.41
Day 58	16-Jun	$478,162.50	$0.00	$0.00	$409,410.80	$47,808.00	$0.00	$1,332,336.30	$13,764.02	$261,304.30	$0.00	$0.00	$0.00	$0.00	$35,061.00	$310,129.32	$1,642,528.62
Day 59	17-Jun	$892,781.75	$821,154.00	$0.00	$328,801.80	$84,781.00	$0.00	$2,105,338.25	$12,910.96	$279,665.14	$0.00	$0.00	$0.00	$0.00	$338,513.60	$628,080.70	$2,733,428.25
Day 60	18-Jun	$844,472.80	$822,624.00	$0.00	$416,438.00	$75,089.00	$0.00	$2,281,823.10	$45,228.85	$527,820.17	$0.00	$0.00	$0.00	$400,000.00	$0.00	$976,046.02	$3,257,872.52
Day 61	19-Jun	$681,508.60	$1,231,707.00	$0.00	$356,881.40	$71,598.00	$0.00	$2,324,872.56	$10,666.00	$110,226.50	$0.00	$0.00	$0.00	$0.00	$0.00	$120,912.50	$2,445,785.40
Day 62	20-Jun	$983,289.00	$631,540.00	$0.00	$513,088.20	$78,715.00	$0.00	$2,004,837.20	$125.86	$251,100.00	$4,496,203.32	$0.00	$694,950.00	$0.00	$165,143.60	$5,608,522.86	$7,614,159.86
Day 63	21-Jun	$843,387.60	$676,140.00	$0.00	$480,549.90	$77,528.00	$0.00	$2,087,605.50	$17,776.77	$798,971.05	$0.00	$0.00	$0.00	$0.00	$0.00	$816,748.82	$2,904,352.32
Day 64	22-Jun	$787,987.75	$28,347.00	$0.00	$781,000.90	$39,868.30	$0.00	$1,583,203.29	$10,967.88	$603,552.00	$0.00	$0.00	$22,085.00	$0.00	$0.00	$636,604.88	$2,229,808.13
Day 65	23-Jun	$711,538.50	$584,831.00	$0.00	$613,285.40	$59,842.00	$0.00	$2,166,097.50	$34,081.06	$1,070,056.69	$0.00	$0.00	$0.00	$0.00	$8,698,757.67	$9,802,875.72	$11,971,973.52
Day 66	24-Jun	$702,587.30	$0.00	$0.00	$731,436.70	$59,913.00	$0.00	$1,583,738.70	$28,579.25	$488,968.43	$0.00	$0.00	$0.00	$0.00	$350,192.00	$866,759.68	$2,449,496.88
Day 67	25-Jun	$729,338.50	$584,850.00	$0.00	$780,249.90	$28,862.00	$0.00	$2,102,591.40	$50,162.33	$409,800.13	$0.00	$0.00	$0.00	$0.00	$0.00	$459,782.46	$2,560,373.86
Day 68	26-Jun	$721,631.50	$1,122,600.00	$0.00	$814,148.00	$41,931.30	$0.00	$2,500,310.80	$3,063.75	$465,063.29	$0.00	$0.00	$0.00	$0.00	$0.00	$468,127.04	$2,968,437.54
Day 69	27-Jun	$887,701.90	$1,170,887.00	$0.00	$889,082.80	$33,289.00	$0.00	$2,540,616.70	$54,887.33	$211,850.00	$0.00	$0.00	$0.00	$0.00	$10,276,284.40	$10,542,121.73	$13,122,752.43
Day 70	28-Jun	$888,130.70	$1,416,802.00	$0.00	$506,780.60	$89,100.00	$0.00	$2,870,813.30	$6,363.50	$286,640.38	$0.00	$0.00	$0.00	$0.00	$1,378,194.00	$1,664,227.88	$4,535,141.18
Day 71	29-Jun	$738,996.80	$1,189,740.00	$0.00	$420,913.10	$37,785.50	$0.00	$2,387,414.60	$20,511.24	$1,082,270.80	$0.00	$0.00	$0.00	$17,884,343.88	$0.00	$18,986,125.68	$21,373,540.28
Day 72	30-Jun	$676,628.50	$1,018,622.00	$0.00	$443,071.50	$37,765.00	$0.00	$2,176,586.40	$7,688.35	$436,880.00	$0.00	$0.00	$0.00	$0.00	$110,212.00	$554,000.35	$2,729,986.75
Day 73	1-Jul	$683,129.50	$1,042,448.00	$42,850.50	$862,532.36	$84,249.00	$0.00	$2,324,710.86	$13,936.75	$182,022.90	$0.00	$0.00	$0.00	$0.00	$0.00	$195,962.88	$2,720,673.45
Day 74	2-Jul	$758,281.70	$838,508.00	$53,361.00	$766,829.30	$84,248.00	$0.00	$2,576,110.00	$7,737.11	$408,620.30	$0.00	$0.00	$0.00	$1,000,000.00	$0.00	$1,413,257.41	$3,992,367.41
Day 75	3-Jul	$736,597.80	$380,312.00	$100,254.00	$688,742.40	$82,352.00	$10.77	$1,961,288.77	$3,030.00	$656,448.30	$0.00	$0.00	$0.00	$0.00	$0.00	$658,478.30	$2,619,746.07
Day 76	4-Jul	$794,685.30	$808,472.00	$125,840.90	$882,988.20	$84,248.00	$32.31	$2,183,787.71	$2,578.65	$248,925.50	$0.00	$0.00	$6,800.00	$0.00	$0.00	$258,304.15	$2,442,081.86
Day 77	5-Jul	$783,383.80	$1,153,228.00	$88,105.25	$398,289.20	$84,249.00	$10.77	$2,463,276.02	$20,158.22	$441,432.86	$6,578,843.62	$172,767.84	$0.00	$0.00	$1,383,840.00	$8,595,080.74	$11,058,356.76
Day 78	6-Jul	$776,508.25	$851,072.00	$17,787.00	$483,981.40	$23,232.00	$0.00	$1,832,548.65	$3,844.61	$1,309,297.68	$0.00	$0.00	$0.00	$0.00	$15,740,357.00	$20,953,268.19	$22,785,817.84
Day 79	7-Jul	$868,960.40	$456,912.00	$82,628.70	$473,864.30	$84,249.00	$0.00	$1,874,837.40	$14,487.41	$620,244.00	$0.00	$187,576.00	$0.00	$0.00	$85,388.59	$997,680.00	$2,872,327.40
Day 80	8-Jul	$878,316.20	$456,912.00	$37,888.60	$321,242.20	$84,249.00	$0.00	$1,750,718.90	$9,670.35	$1,034,748.10	$0.00	$234,642.20	$0.00	$0.00	$0.00	$1,279,160.65	$3,030,879.55
Day 81	9-Jul	$950,780.75	$774,432.00	$92,573.25	$725,337.00	$23,232.00	$201.38	$2,566,536.68	$9,158.79	$342,000.00	$0.00	$28,409.99	$0.00	$0.00	$0.00	$379,568.78	$2,946,105.46
Day 82	10-Jul	$804,977.50	$774,432.00	$96,292.36	$524,914.20	$78,121.00	$0.00	$2,276,137.06	$3,963.84	$483,410.10	$0.00	$215,507.33	$0.00	$0.00	-$23,800.00	$678,711.27	$2,954,848.32

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010

DAY	DATE	USCG Personnel	USCG Cutters	USCG Small Boats	USCG Aircraft	USCG Equipment	USCG Vehicle	Total USCG Recoverable	USCG Purchases	USCG Travel Cost	Total Reserve Doc Type 71 Orders	Total Reserve Doc Type 72 Orders	Total Contractor Costs	Total PRFA Costs	Total MIPR Costs	Total Direct Costs	Daily Totals
Cost-Last 30 Days		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 83	11-Jul	$679,843.70	$1,319,007.00	$112,381.50	$818,433.10	$76,051.00	$253.87	$3,204,089.97	$1,626.81	$333,600.00	$0.00	$376,982.87	$2,009,580.00	$179,850.00	$6,584,275.00	$9,485,984.28	$12,690,064.25
Day 84	12-Jul	$1,106,838.25	$1,982,828.00	$115,211.25	$372,984.00	$72,850.06	$0.00	$3,429,321.50	$421,122.37	$414,700.00	$0.00	$0.00	$0.00	$850,000.00	$0.00	$1,685,822.37	$5,115,143.87
Day 85	13-Jul	$1,028,485.85	$1,727,442.00	$104,298.50	$674,181.00	$69,288.00	$0.00	$3,598,853.15	$3,604.00	$896,124.20	$0.00	$101,761.98	$0.00	$100,000.00	$0.00	$1,101,490.18	$4,700,143.33
Day 86	14-Jul	$1,112,148.70	$1,452,089.00	$109,632.60	$510,253.80	$71,295.00	$0.00	$3,255,430.10	$18,249.10	$549,486.40	$0.00	$266,912.05	$0.00	$6,730,190.00	$14,756.00	$6,580,593.55	$9,836,023.65
Day 87	15-Jul	$1,064,580.45	$1,410,880.00	$74,482.86	$488,404.80	$98,127.00	$168.66	$3,087,427.78	$12,007.07	$405,875.00	$0.00	$0.00	$380,515.34	$0.00	$0.00	$808,397.41	$3,895,825.17
Day 88	16-Jul	$1,123,673.40	$1,417,587.00	$27,489.00	$271,482.00	$64,580.00	$0.00	$2,904,701.40	$7,793.58	$906,865.60	$0.00	$530,667.17	$0.00	$300,000.00	$0.00	$1,745,326.25	$4,650,027.65
Day 89	17-Jul	$996,343.12	$1,880,824.00	$82,871.25	$487,153.00	$67,285.08	$0.00	$3,283,556.37	$2,231.48	$830,500.00	$0.00	$94,604.96	$0.00	$15,081,049.00	$0.00	$15,988,385.41	$19,271,941.78
Day 90	18-Jul	$971,190.85	$1,633,788.00	$122,649.45	$249,155.50	$71,838.00	$0.00	$3,048,419.30	$5,290.25	$238,813.18	$0.00	$56,813.98	$0.00	$50,000.00	$0.00	$348,017.39	$3,397,436.69
Day 91	19-Jul	$1,197,443.85	$1,704,348.00	$107,207.10	$381,011.00	$67,230.00	$0.00	$3,457,240.08	$1,818.65	$321,350.00	$0.00	$284,402.56	$0.00	$0.00	$1,468,113.51	$2,075,684.72	$5,530,924.77
Day 92	20-Jul	$1,143,343.60	$1,233,759.00	$105,508.25	$345,678.79	$84,791.00	$407.51	$2,893,688.98	$29,287.12	$289,588.00	$0.00	$109,131.55	$28,000.00	$0.00	$3,533,350.50	$3,985,316.17	$6,879,004.13
Day 93	21-Jul	$1,088,029.80	$1,110,354.00	$53,198.38	$367,658.00	$80,887.00	$0.00	$2,858,258.20	$221,784.41	$189,500.00	$0.00	$139,488.84	$0.00	$0.00	$11,698.50	$562,427.78	$3,220,685.98
Day 94	22-Jul	$1,088,847.10	$890,642.00	$75,837.38	$387,418.50	$84,421.00	$149.61	$2,487,313.81	$953.31	$443,828.30	$0.00	$171,478.86	$0.00	$0.00	$12,578,500.00	$13,194,462.98	$15,681,776.07
Day 95	23-Jul	$824,711.80	$814,530.00	$0.00	$225,542.10	$23,232.00	$149.61	$1,888,165.31	$16,527.19	$279,000.00	$0.00	$117,872.17	$0.00	$0.00	$0.00	$412,599.36	$2,300,764.67
Day 96	24-Jul	$610,380.00	$857,828.00	$0.00	$55,514.80	$0.00	$0.00	$1,623,722.80	$8,539.28	$140,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$148,539.28	$1,772,262.08
Day 97	25-Jul	$558,146.40	$813,624.00	$0.00	$208,808.50	$0.00	$0.00	$1,478,778.90	$0.00	$51,500.00	$0.00	$0.00	$0.00	$0.00	$71,146.00	$122,646.00	$1,601,422.90
Day 98	26-Jul	$1,108,495.66	$1,052,260.00	$16,170.00	$196,724.00	$64,421.00	$426.60	$2,438,437.26	$3,129.47	$225,884.00	$0.00	$0.00	$0.00	$0.00	$451,723.00	$680,545.47	$3,118,983.72
Day 99	27-Jul	$1,003,216.80	$1,052,260.00	$68,722.50	$237,352.60	$64,421.00	$183.37	$2,426,156.27	$319.98	$374,000.00	$0.00	$0.00	$0.00	$9,347,309.87	$80,048.96	$9,811,678.81	$12,237,835.18
Day 100	28-Jul	$1,094,268.80	$825,957.00	$86,024.40	$265,398.70	$74,177.00	$148.82	$2,485,880.72	$2,624.23	$170,000.00	$0.00	$0.00	$0.00	$0.00	$347,407.00	$520,031.23	$2,985,891.95
Day 101	29-Jul	$1,072,588.00	$772,289.00	$84,730.60	$166,548.50	$84,421.00	$318.68	$2,180,879.16	$8,155.39	$433,000.00	$0.00	$0.00	$0.00	$12,156,000.00	$0.00	$12,594,155.39	$14,755,034.67
Day 102	30-Jul	$848,687.70	$862,164.00	$0.00	$187,886.20	$84,421.00	$0.00	$2,163,158.90	$668.20	$247,500.00	$0.00	$0.00	$0.00	$9,072,176.00	$0.00	$9,320,344.20	$11,483,503.10
Day 103	31-Jul	$848,337.75	$1,186,885.00	$61,448.00	$104,100.00	$23,232.00	$186.07	$2,334,198.82	$436.00	$361,076.40	$0.00	$0.00	$0.00	$2,000,000.00	$0.00	$2,361,512.40	$4,695,706.22
Day 104	1-Aug	$798,776.00	$1,118,201.00	$158,214.00	$64,421.00	$0.00	$0.00	$2,139,614.00	$0.00	$1,664,243.00	$0.00	$0.00	$0.00	$0.00	$31,792,754.80	$33,456,997.80	$35,625,611.80
Day 105	2-Aug	$870,067.15	$977,958.00	$114,127.88	$130,456.90	$41,168.00	$10.77	$2,233,808.88	$5,734.08	$272,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$277,734.08	$2,511,543.77
Day 106	3-Aug	$926,879.00	$822,396.00	$88,935.00	$155,132.00	$80,068.00	$0.00	$1,873,413.00	$5,283.68	$477,600.00	$0.00	$0.00	$0.00	$0.00	$0.00	$482,883.68	$2,356,296.68
Day 107	4-Aug	$884,774.70	$41,884.00	$98,835.00	$122,088.50	$38,880.00	$312.56	$1,286,587.26	$30,832.08	$573,400.00	$0.00	$0.00	$0.00	$0.00	$17,218,758.53	$17,822,990.59	$19,109,082.57
Day 108	5-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 109	6-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 110	7-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 111	8-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 112	9-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 113	10-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 114	11-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 115	12-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 116	13-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 117	14-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 118	15-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 119	16-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 120	17-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 121	18-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 122	19-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 123	20-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 124	21-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 125	22-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 126	23-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 127	24-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 128	25-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 129	26-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 130	27-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 131	28-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 132	29-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 133	30-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Day 134	31-Aug	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	TOTAL	$82,613,595.92	$56,853,348.50	$2,593,545.38	$32,842,803.20	$3,483,411.00	$2,990.48	$180,158,895.46	$2,811,798.14	$44,283,732.84	$18,587,710.44	$3,079,010.23	$11,335,545.34	$167,278,660.40	$175,080,367.90	$422,434,817.29	$582,604,512.75

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 25% of the ceiling?	Valid Period of Performance
US EPA Headquarters	$8,360,257.10	3415-28-DA-YY-00[illegible]	$8,223,748.57	90	$82,691.75	$2,136,510.15	$5,712,882.64	$5,712,882.64	Yes	April 30 to July 31, 2010.
FEMA	$4,840,000.00	34-10-DA-YY-003	$1,940,000.00	30	$61,333.33	[redacted]			[redacted]	June 1 to July 2. Community Outreach and External Affairs Support Plan
California OSPR	$100,000.00	3415-28-DA-YY-00[illegible]	$48,906.67	30	$3,333.33	$53,360.33			Yes	OSPR to provide aircraft use for 30 days 15 July to 15 August.
Department of Homeland Security (DHS)	$200,000.00	34-10-28-DA-YY-00[illegible]	$22,333.33	120	$1,666.67	$178,666.67	$156,171.00	$156,171.00	Yes	8 July to 31 November 2010. FAA aircraft to transport and support the NIO.
DOI - BIA/S	$2,600,000.00	34-10-28-DA-YY-00[illegible]	$2,106,777.78	90	$31,444.44	$723,222.22			Yes	April 22 thru May 22, amendment for FRTG extended period until July 16.
DOI - USFWS	$26,543,136.00	34-10-28-DA-YY-00[illegible]	$25,135,002.12	67	$426,016.69	$3,408,135.88			[redacted]	May 1 - August 70.
NOAA	$44,841,695.00	34-10-28-DA-YY-002	$34,642,257.83	120	$372,347.13	$10,734,366.07			Yes	April 24 - September 8th. Two components of FRFA - personnel costs and Seafood Surveillance.
USDA Wildlife (APHIS)	$1,095,039.00	34-10-28-DA-YY-004	$681,367.80	80	$12,167.10	$413,681.40	$78,967.85	$78,967.85	Yes	May 1 - August 2, 2010.
EPA Region 6	$25,072,128.10	34-10-28-DA-YY-005	$18,540,180.88	80	$286,880.32	$7,531,648.41	$18,993,681.27	$18,993,681.27	Yes	April 23 - July 31, 2010.
LA GOHSEP	$1,200,000.00	34-10-28-DA-YY-006	$1,145,836.33	60	$20,833.33	$104,165.67	$666,588.54	$666,588.51	[redacted]	May 4 - June 4. Amendment extended period to 26 June. no additional cost.
DOI - NPS	$5,350,000.00	34-10-28-DA-YY-007	$3,673,333.33	90	$61,666.67	$1,726,666.67			Yes	April 30 - July 31.
LA - DOC	$349,280.00	34-10-28-DA-YY-008	$308,536.50	80	$6,891.80	$40,750.50	$25,968.84	$25,968.84	[redacted]	May 1 - June 1. Amendment extended period to 30 June with additional cost.
U.S. Customs & Border Patrol	$12,180,380.97	34-10-28-DA-YY-009	$7,181,407.80	90	$135,170.80	$4,998,973.28			Yes	May 5 - July 5. Attendant's increased aircraft flights for a cost until 31 August.
LA Dept. Public Safety	$1,500,000.00	34-10-28-DA-YY-010	$1,325,000.00	80	$25,000.00	$175,000.00	$1,236,844.04	$1,236,844.04	[redacted]	April 29 - May 29. Amendment extended period to 19 June with cost.
LA Military Affairs	$437,738.00	34-10-28-DA-YY-011	$293,700.18	79	$6,541.57	$144,080.61	$328,719.56	$328,719.56	Yes	May 10 - August 18.
LA Dept. Natural Resources	$541,822.00	34-10-28-DA-YY-012	$541,822.00	45	$12,040.49	[redacted]	$531,978.98	$531,978.98	[redacted]	May 8 - June 8. Amendment extended period 60 days until July 8 with a cost.
LA Dept. of Wildlife & Fisheries	$5,709,978.00	34-10-28-DA-YY-017	$5,556,406.64	54	$106,834.75	$213,668.56	$5,083,135.18	$5,083,135.18	[redacted]	April 22 - June 19. Amendment extended period 90 days
LA Dept. of Transportation	$82,056.00	34-10-28-DA-YY-014	$54,115.03	60	$1,617.63	$12,941.07	$69,024.99	$69,024.99	[redacted]	May 10 - July 16. No changes.
LA DEQ	$787,364.00	34-10-28-DA-YY-015	$466,048.80	80	$12,788.40	$321,315.20	$784,255.18	$784,255.18	[redacted]	May 10 - June 10. Extended period another 30 days with no increase in funding.
NIOSH	$1,020,580.00	34-10-28-DA-YY-016	$1,165,785.97	60	$25,343.17	$354,794.03			Yes	May 1 - July 31, 2010.
LA Dept. of Health & Hospitals	$692,427.00	34-10-28-DA-YY-017	$692,427.00	30	$23,080.90	[redacted]	$803,187.18	$803,187.18	[redacted]	May 14 - June 14.
LA Agriculture & Forestry	$16,868.25	34-10-28-DA-YY-018	$14,186.28	60	$314.80	$4,722.67	$30,849.98	$12,409.81	Yes	May 14 - June 14. Amendment extended 30 days with cost.
U.S. Dept. of Labor	$500,818.12	34-10-28-DA-YY-019	$500,818.12	45	$11,128.29	$0.00			[redacted]	May 14 to June 30.
Office of Coastal Protection & Restoration	$333,900.00	34-10-28-DA-YY-020	$333,900.00	45	$7,857.78	[redacted]	$338,868.13	$338,868.13	[redacted]	April 28 to May 31.
DOI - National Wetlands Research Center	$1,980,000.00	34-10-28-DA-YY-021	$1,485,000.00	60	$33,000.00	$495,000.00			Yes	June 6 - Aug 15.
U.S. Health & Human Services - Response	$2,275,000.00	34-10-28-DA-YY-023	$1,365,000.00	75	$30,333.33	$910,000.00			Yes	1 June - 31 August.
U.S. Health & Human Services - NIEHS	$392,500.00	34-10-28-DA-YY-024	$183,428.57	86	$6,268.71	$138,571.43			Yes	3 June - 31 July
U.S. Dept. of Agriculture	$1,067,950.80	34-10-28-DA-YY-02[illegible]	$441,432.54	104	$10,295.87	$626,518.26	$58,868.31	$58,868.31	Yes	May 17 - August 31, 2010.
EPA Region 4	$12,620,180.00	34-10-28-DA-YY-00[illegible]	$11,110,831.33	60	$213,666.83	$1,509,348.67	$10,295,901.01	$10,295,901.01	[redacted]	April 30 - May 30. Amendment extended period to 30 June with additional cost.
MS DEQ	$2,630,000.00	34-10-28-DA-YY-002	$1,695,995.87	90	$29,333.33	$934,333.33	$445,095.82	$445,095.82	Yes	April 30 - July 31st.
AL EMA	$150,000.00	34-10-28-DA-YY-003	$142,500.00	60	$2,500.00	$7,500.00	$57,344.44	$57,344.44	[redacted]	April 30 - May 29. Amendment for extension of 30 days to June 30th.
OSHA Region IV	$220,000.00	34-10-28-DA-YY-004	$186,000.00	30	$7,333.33	$22,000.00			Yes	June 5 - July 5.
MS Port Authority, Pascagoula	$50,000.00	34-10-28-DA-YY-005	$26,333.33	30	$1,666.67	$21,666.67			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile by providing pier space at Pascagoula.
Baldwin County Emergency Management, AL	$50,000.00	34-10-28-DA-YY-006	$26,333.33	30	$1,666.67	$21,666.67			Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
Mobile County Emergency Management, AL	$50,000.00	34-10-28-DA-YY-007	$26,333.33	30	$1,666.67	$21,666.67	$20,364.00	$20,364.00	Yes	July 13 - August 13 - to assist the FOSCR at ICP Mobile.
MS State Port Authority (Gulfport)	$400,000.00	34-10-28-DA-YY-008	$306,666.67	60	$6,666.67	$93,333.33	$346,120.47	$346,120.47	Yes	May 12 - June 30. Amendment carries them through the end of June.
NAVSUP/GSALV	$21,412,895.40	28-10-84-DA-YY-012	$8,279,509.89	150	$142,752.24	$13,133,385.51			Yes	April 27 to September 23 from MOD 5.
National Guard Bureau (LA, MS, AL, FL)	$85,849,096.85	28-10-84-DA-YY-015	$19,542,868.24	178	$376,280.90	$45,955,220.41			Yes	May 1 to September 30 from MOD 13. See exploded view and details in MIPR.
Army Air NG	$683,826.00	28-10-84-DA-YY-072	$602,248.00	60	$11,382.00	$79,674.00			[redacted]	May 1 to July 30
LA Army NG	$39,908,922.00	28-10-84-DA-YY-040	$14,101,152.44	150	$269,059.46	$25,807,769.56			Yes	May 1 to September 30 via MOD #4.
Army Air NG (LA)	$5,131,830.11	28-10-84-DA-YY-081	$3,288,480.33	120	$42,753.50	$2,888,154.66			Yes	May 1 to 15 August. Various components and periods of performance.
Mississippi Air NG	$2,273,171.75	28-10-84-DA-YY-082	$2,057,969.38	60	$37,866.20	$280,295.37			[redacted]	May 8 to June 21. Components have various end dates.
Alabama Air NG	$6,606,630.50	28-10-84-DA-YY-083	$2,666,753.13	120	$55,973.59	$3,850,877.77			Yes	May 8 - July 15.
Alabama Air NG	$45,900.00	28-10-84-DA-YY-084	$34,128.00	60	$756.33	$11,378.00			Yes	May 8 - Aug 8.
Alabama Air NG	$0.00	28-10-84-DA-YY-085	$0.00	90	$0.00	$0.00			[redacted]	MIPR closed out with no use of funding on 7/9/2010.
Commander, HQ, USAF CAP	$426,805.00	28-10-84-DA-YY-086	$188,966.81	128	$3,326.63	$234,058.06			Yes	May 7 until 250 hours of flight time completed or ends 1 October 2010.
MS National Guard	$184,900.00	28-10-84-DA-YY-088	$159,900.00	45	$4,100.00	$24,800.00			[redacted]	May 6 - June 8.
Scott AFB - TRANSCOM	$1,884,772.45	28-10-84-DA-YY-089	$1,331,802.06	60	$31,575.94	$663,170.94			Yes	No period of performance stated on MIPR, coordination with TRANSCOM.
USARNorth, Ft. Sam Houston	$267,416.00	28-10-84-DA-YY-090	$214,908.57	61	$4,382.87	$52,506.43			[redacted]	May 7 - July 31.
Commander Navy Region Southeast	$122,000.00	28-10-84-DA-YY-09[illegible]	$53,666.67	126	$1,016.67	$68,333.33			Yes	April 26 - August 31.

FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	Days	National Daily Burn Rate	Current National Balance	Billings to DS	Paid by DS	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
DOI - NMC (Repair NSFCC Equipment)	$598,411.00	28-10-84-0-V-11-09	$192,063.03	120	$5,629.09	$599,547.98			Yes	May 27 - Feb 28, 2011. Maintenance contract for NSFCC response equipment.

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National Pollution Funds Center

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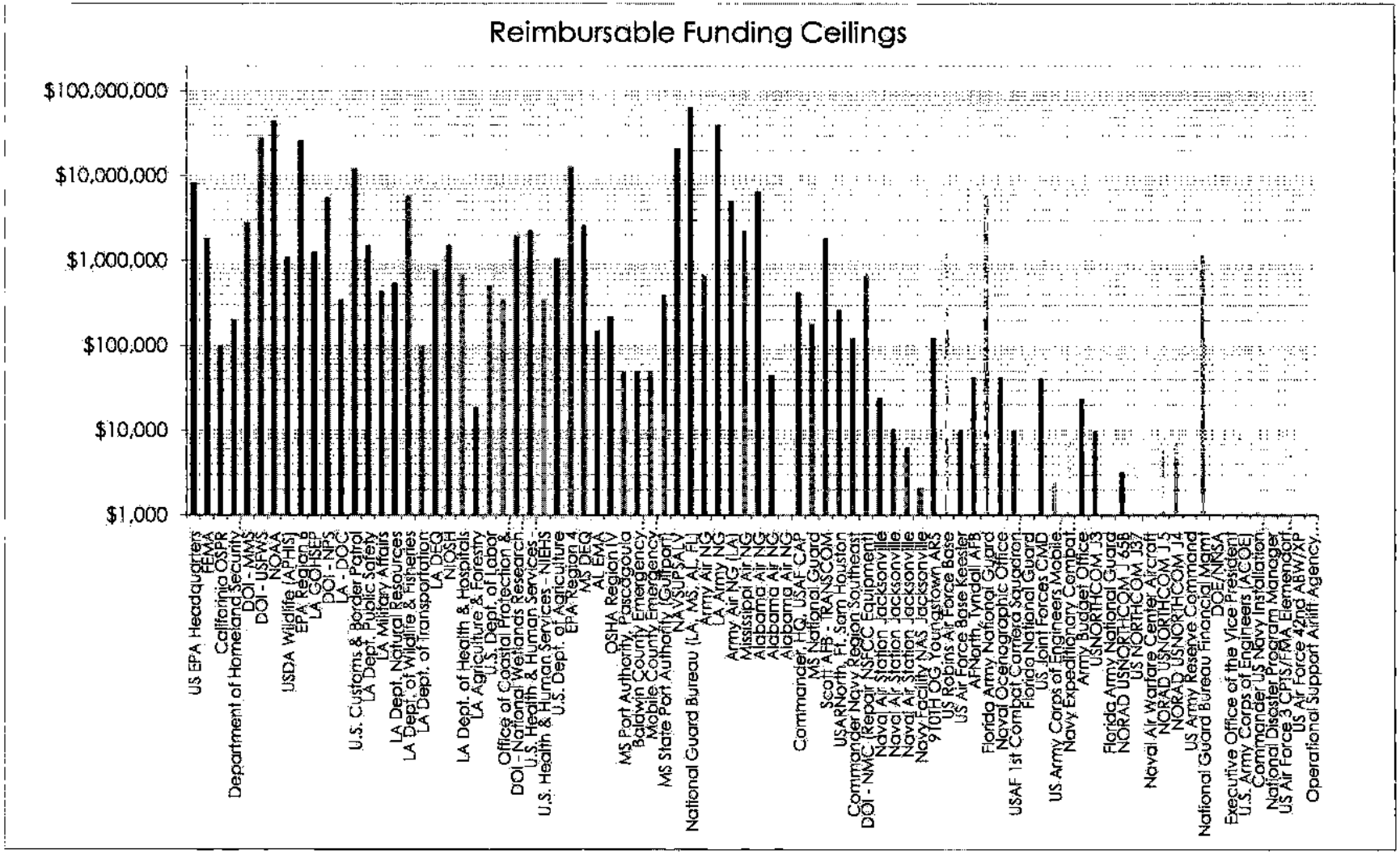
Data current through August 4, 2010

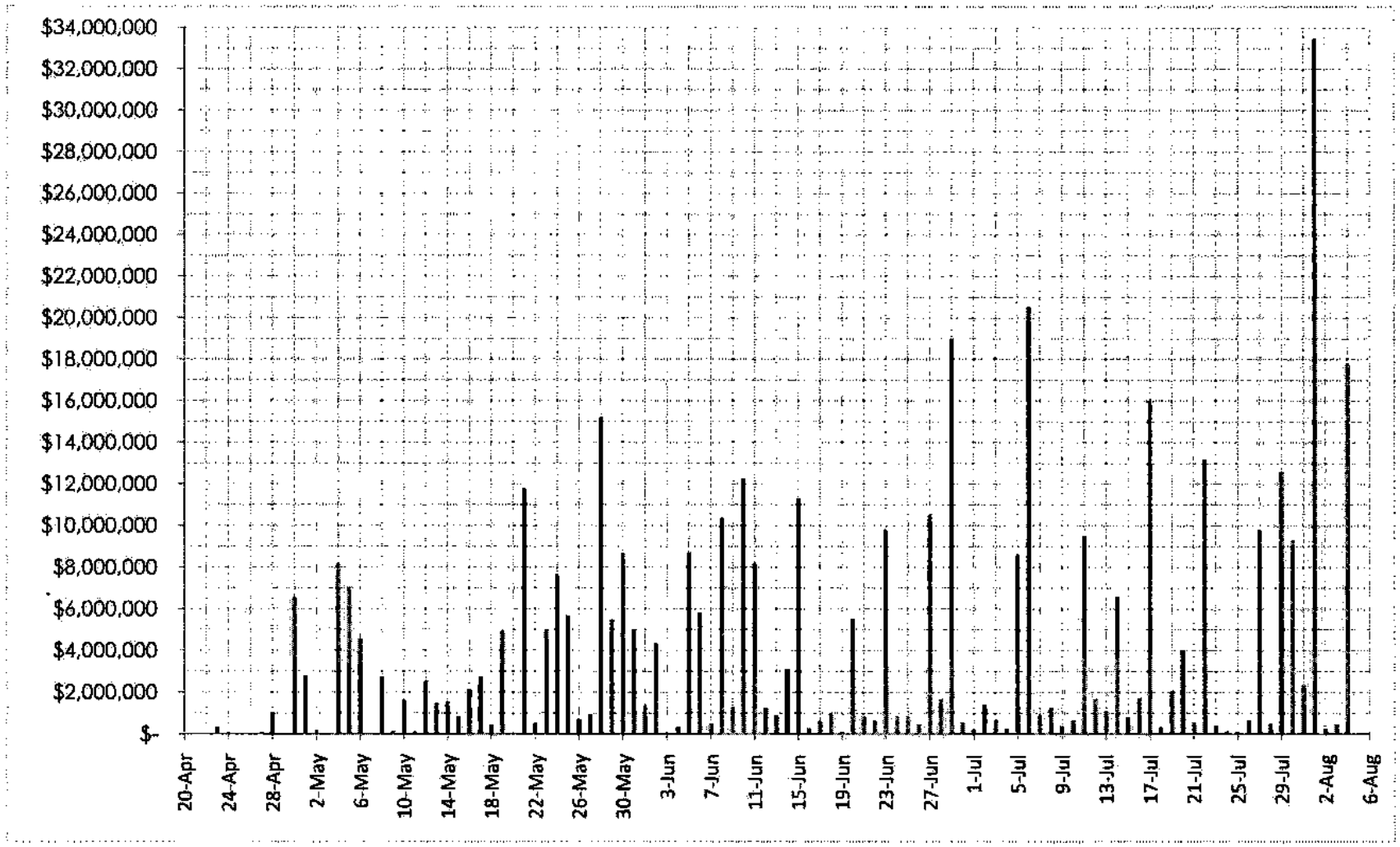
PFN: MC0038 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010

Agency	Ceiling	Document Control Number (DCN)	National Spending to Date	# of Days	National Daily Burn Rate	Current National Balance	Billings to CG	Paid by CG	Is the balance greater than 20% of the ceiling?	Valid Period of Performance
Naval Air Station Jacksonville	$24,308.52	20-10-84-04-V-FF-084	$10,531.27	89	$270.03	$13,777.25			Yes	May 20 - September 30
Naval Air Station Jacksonville	$10,414.80	20-10-84-04-V-FF-085	$4,050.04	86	$115.72	$6,364.36			Yes	May 20 - October 2
Naval Air Station Jacksonville	$6,400.20	20-15-84-04-V-FF-086	$6,400.20	30	$213.34	[redacted]			[redacted]	May 20 - July 20.
Navy Facility NAS Jacksonville	$2,133.44	20-10-84-04-V-FF-087	$1,244.51	80	$35.56	$568.92			Yes	May 20 - July 20.
910TH CG Youngstown ARS	$125,000.00	20-15-84-04-V-FF-088	$125,000.00	45	$2,777.78	[redacted]			[redacted]	May 1 to June 17.
US Robins Air Force Base	$1,400,000.00	20-15-84-04-V-FF-089	$1,400,000.00	45	$31,111.11	[redacted]			[redacted]	May 1 to June 17.
US Air Force Base Keesler	$10,000.00	20-10-84-04-V-FF-090	$10,000.00	45	$222.22	[redacted]			[redacted]	Funding for non-flying support for C130 aircraft - 29 May to 5 July.
AFNorth, Tyndall AFB	$43,460.38	20-10-84-04-V-FF-091	$31,134.10	57	$536.79	$12,348.28			Yes	May 1 to July 21.
Florida Army National Guard	$6,870,292.00	20-10-84-04-V-FF-092	$1,712,166.00	130	$48,918.60	$4,166,166.00			Yes	May 25th to 15 August.
Naval Oceanographic Office	$43,500.00	20-10-84-04-V-FF-093	$43,500.00	4	$10,875.00	[redacted]			[redacted]	May 3 to Completion of 4 days activities.
USAF 1st Combat Cinema Squadron (AFRAA)	$10,031.28	20-10-84-04-V-FF-094	$10,031.28	21	$477.68	[redacted]			[redacted]	21 Days from May 1, 2010.
Florida National Guard	$11,400.00	20-10-84-04-V-FF-095	$8,120.00	30	$380.00	$2,280.00			Yes	June 9 - July 8
US Joint Forces CMD	$42,241.80	20-15-84-04-V-FF-096	$19,881.33	51	$828.39	$22,360.39			Yes	1 May - 18 July
US Army Corps of Engineers Mobile District	$2,500.00	20-15-84-04-V-FF-097	$2,500.00	45	$55.56	[redacted]			[redacted]	1 May - 21 May
Navy Expeditionary Combat Command	$16,823.50	20-15-84-04-V-FF-098	$16,823.50	21	$801.12	[redacted]			[redacted]	1 May - 21 May
Army Budget Office	$24,338.53	20-15-84-04-V-FF-099	$24,338.53	30	$811.32	[redacted]			[redacted]	24 May to 24 July
USNORTHCOM J3	$8,760.54	20-15-84-04-V-FF-100	$8,760.54	30	$325.65	[redacted]			[redacted]	4 N3 PACs to support Deepwater. Period of performance 30 days - 24 May to 24 June.
Florida Army National Guard	$21,267.00	20-15-84-04-V-FF-101	$21,267.00	31	$686.03	[redacted]			[redacted]	4 N3 PACs to support Deepwater. Period of performance 30 days – 24 May to 24 June.
NORAD USNORTHCOM J 8SB	$3,332.00	20-10-84-04-V-FF-102	$3,332.00	14	$238.00	[redacted]			[redacted]	11 June to 25 June or 14 Days of activity.
US NORTHCOM J57	$10,675.05	20-10-84-04-V-FF-103	$3,102.71	31	$325.10	$676.28			[redacted]	17-28 June to 29 July (two components 12 days & 31 days - Hurricane Planners for UAC)
Naval Air Warfare Center Aircraft	$960,914.40	20-10-84-04-V-FF-104	$960,914.40	31	$31,964.98	[redacted]			[redacted]	28 June - 28 July
NORAD USNORTHCOM J 5	$9,600.00	20-10-84-04-V-FF-105	$9,600.00	31	$193.55	[redacted]			[redacted]	5 June to 5 July
NORAD USNORTHCOM J4	$7,375.00	20-10-84-04-V-FF-106	$7,375.00	31	$238.00	[redacted]			[redacted]	17 June to 15 July.
US Army Reserve Command	$78,000.00	20-10-84-04-V-FF-107	$78,000.00	21	$3,761.90	[redacted]			[redacted]	Provide EPLOs to UAC for 21 days beginning 1 May.
National Guard Bureau Financial Mgmt	$1,191,480.00	20-10-84-04-V-FF-108	$784,320.00	60	$19,856.00	$387,160.00			Yes	MS Air Guard - AirOps/Supt. Three components - $503,640 (30 June - 30 July), $167,880 (25 June - 25 July), and $167,880 (21 May - 21 June). MOD #2 provide funding through 7 August.
DOE/NNSA	$6,362,400.00	20-10-84-04-V-FF-109	$1,272,480.00	100	$63,574.00	$5,108,920.00			Yes	NSAC coordination with Deepwater for 100 days from 24 April to 3 August 2010
Executive Office of the Vice President	$75,000.00	20-10-84-04-V-FF-110	$75,000.00	2	$0.00	$0.00			[redacted]	Travel arrangements for VP for one day visit to Gulf Coast - period of performance 29 June 2010.
U.S. Army Corps of Engineers (ACOE)	$60,000.00	20-10-84-04-V-FF-111	$50,866.87	30	$2,886.87	$29,353.53			Yes	Two Scientists to track oil in Loop Current - for 30 days from 3 July to 3 August
Commander US Navy Installation Command	$12,578,500.00	20-10-84-04-V-FF-112	$8,149,488.89	90	$139,761.11	$6,429,011.11			Yes	Provide 27 skimming vessels, 4 harbor busters up to 55 tow vessels and support personnel from 20 June to 16 September.
National Disaster Program Manager	$80,042.96	20-10-84-04-V-FF-113	$65,095.48	90	$1,000.57	$22,511.48			Yes	Provide support to IMSS through 7 August.
US Air Force 3 OPTSFMA Elmendorf AFB	$11,396.50	20-10-84-04-V-FF-114	$1,154.83	180	$64.36	$10,441.67			Yes	Provide aerial port of embarkation/debarkation for oil spill recovery activities in support of Deepwater Operations, beginning 11 May
US Air Force 42nd ABW/XP	$20,000.00	20-10-84-04-V-FF-115	$12,500.00	60	$500.00	$17,500.00			Yes	Prepare and provide a safe haven for severe weather evacuations of up to 900 DD personnel in support of Deepwater. 12 Jul – 12 Sep.
Operational Support Airlift Agency, Ft. Belvoir	$338,315.00	20-10-84-04-V-FF-116	$252,195.00	31	$10,905.00	$87,720.00			Yes	Provide 185 flight hours for C-23 aircraft - 31 days (12 July thru 13 August)
Total:	$343,237,039.36		$186,414,814.26		$7,447,365.87	$154,699,674.53	$45,897,411.09	$46,578,963.84		
Total PIPAs:	$187,276,814.26									
Total MIPRs:	$178,094,347.90									

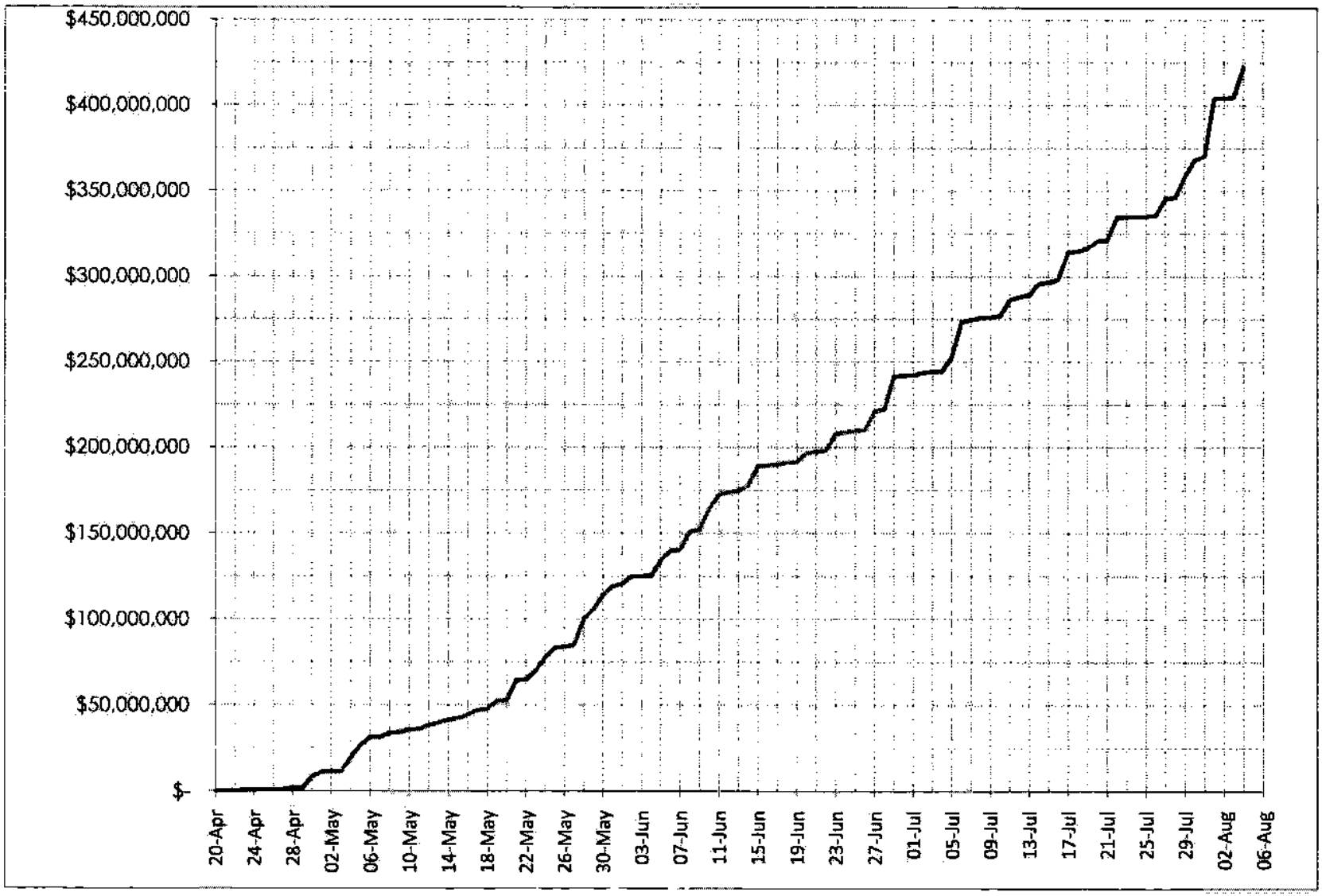
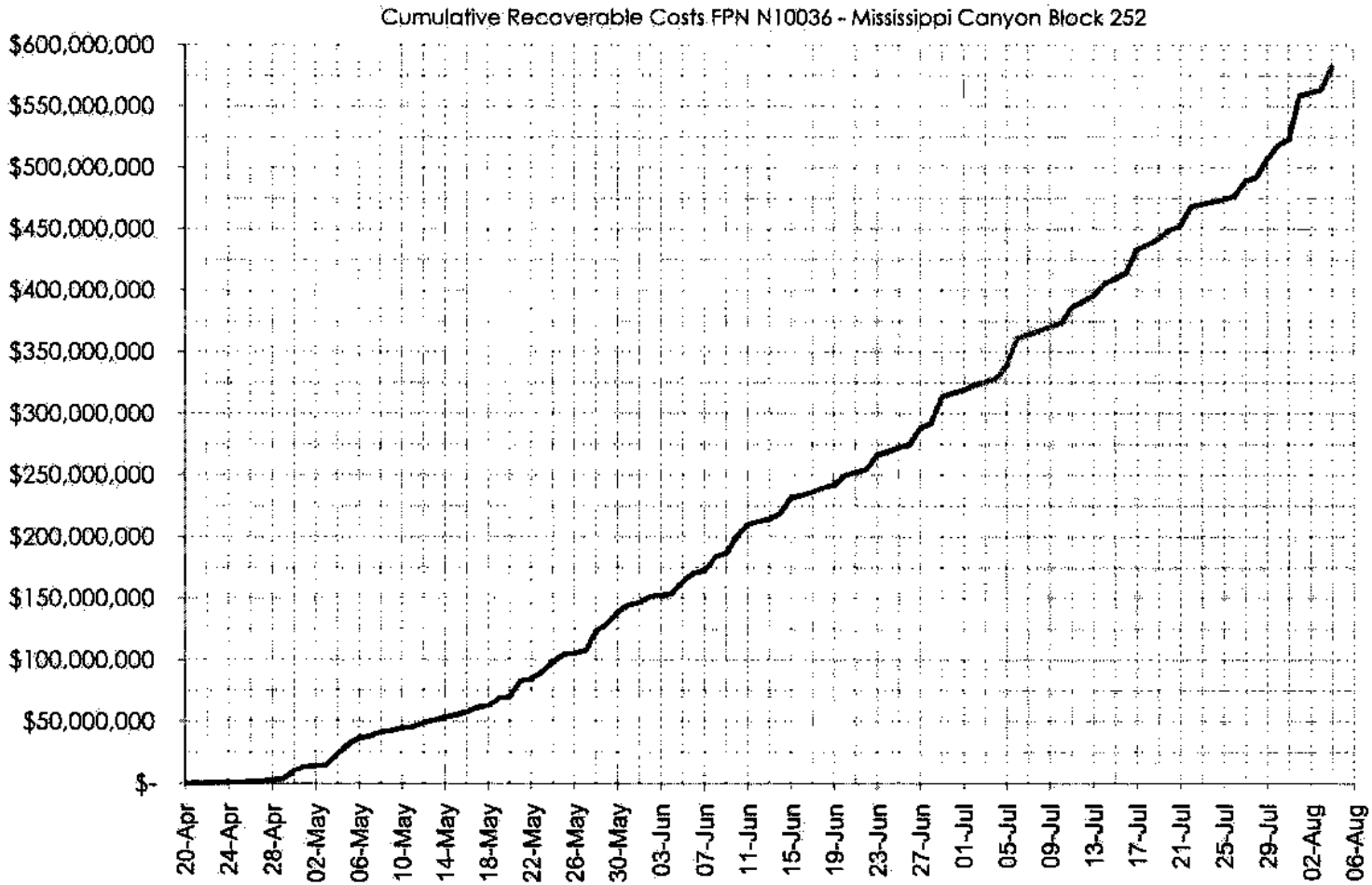
FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010
Daily Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010
Cumulative Federal Project Obligations



FPN N10036 Mississippi Canyon Block 252 Daily Financial Summary
August 5, 2010