UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF AMERICA OCS REGION

NTL No. 2026-G01 Effective Date: May 9, 2026

NOTICE TO LESSEES AND OPERATORS OF FEDERAL OIL AND GAS LEASES AND PIPELINE RIGHT-OF-WAY HOLDERS ON THE OUTER CONTINENTAL SHELF, GULF OF AMERICA OCS REGION

Post-Hurricane Inspection and Reporting

The Bureau of Safety and Environmental Enforcement (BSEE) Gulf of America OCS Region (GOAR) is issuing this Notice to Lessees and Operators and Pipeline Right-of-way (ROW) Holders (NTL) to provide updated guidance on inspections, reports, and plans to assess and address hurricane damage to Outer Continental Shelf (OCS) facilities and pipelines in the Gulf of America. This NTL supersedes NTL No. 2009-G30 addressing this same topic.

Authority

BSEE's regulations at 30 CFR 250.103 authorize BSEE to issue NTLs that clarify or provide more detail about certain requirements. Various other BSEE regulations require, or provide BSEE with the authority to require, operators and pipeline ROW holders to submit to BSEE various reports, information, and notifications to assess damage from hurricanes. They include:

Pursuant to 30 CFR 250.192 you are required to submit reports and information to BSEE regarding impacts to your facility, production equipment, or pipeline due to a hurricane.

Pursuant to 30 CFR 250.919(b), if any of your structures were exposed to a natural occurrence (*e.g.,* hurricane, earthquake, or tropical storm), the Regional Supervisor may require you to submit an initial report of all structural damage, followed by subsequent updates, which include the following:

1. A list of affected structures;
2. A timetable for conducting the surveys described in Section 14.4.3 of API RP 2A-WSD; and
3. An inspection plan for each structure that describes the work you will perform to determine the condition of the structure.

Pursuant to 30 CFR 250.919(c), the Regional Supervisor may also require you to submit the results of the inspections referred to in 30 CFR 250.919(b)(2), including a description of any detected damage that may adversely affect structural integrity, an assessment of the structure's ability to withstand any anticipated environmental conditions, and any remediation plans.

Pursuant to 30 CFR 250.1005(a), the Regional Supervisor may prescribe inspections of pipeline routes for indication of pipeline leakage. Under 30 CFR 250.1010(h), the pipeline right-of-way holder remains responsible for accidents or damages that might occur as a result of failure to timely remove improvements and equipment and restore a site.

BSEE also requires that you remain in compliance with operational and inspection regulations at all times. Your ability to demonstrate and maintain compliance may be affected by a hurricane and this NTL provides guidance regarding inspection intervals and compliance requirements immediately following hurricanes.

Affected Area of a Hurricane

The affected area for each hurricane will be defined in future NTLs, which will be issued after the passage of each hurricane. For initial planning purposes, you should, at a minimum, include in your inspection plans any offshore OCS facility or pipeline that experiences hurricane force winds, as defined by the National Hurricane Center, as one-minute average wind speeds of at least 74 mph (64 knots). Surface winds are those observed to occur at the standard meteorological height of 10 meters (33 feet) in an unobstructed exposure. The future NTLs will also specify time frames for conducting inspections and surveys, submitting reports, and completing work to correct any damage.

Fixed OCS Platforms and Structures

A. Survey Requirements for Fixed OCS Platforms and Structures

Below are minimum assessment requirements for all fixed OCS platforms located in the affected area of a hurricane in the Gulf of America, pursuant to 30 CFR 250.919:

1. Perform a Level I survey on all platforms in the affected area

   A Level I survey, as described in API 2A-WSD Section 14.3.1, as incorporated by 30 CFR 250.901(a) and 250.919(b)(2), consists of an above-water general visual inspection (GVI) that focuses on obvious damage to the primary structure. Perform a GVI by conducting a walk-through of the structure with the goal of visually identifying specific areas of damage and potential concern. If damage is detected, use nondestructive testing when visual inspection cannot fully determine the extent of damage.

   You should use post-hurricane flyovers or a close approach by boat to establish the general condition of the structure, including to determine if the structure has obvious damage or if a discharge of pollution is occurring. Access to the structure by normal means may be unsafe and may require special planning for the initial boarding party. Examples of potentially unsafe conditions include a leaning structure; structural damage to the helideck; and damaged or missing boat landings, walkways, and stairways.

In performing a GVI of the topside deck structure, inspect the structure from the lowest deck to the highest deck. Include inspection of:

- deck framing in areas such as the drilling, process, production, and utility;
- tie-downs and main deck connections for drilling rigs, flare booms, quarters buildings, etc.; and
- helideck.

In performing a GVI of the primary jacket structural members in the splash zone and above water, concentrate on the condition of the more critical areas, such as deck legs, deck leg to pile connections, pile to jacket connections, and above-water jacket members. Typical structural damage to investigate includes:

- bent, missing, or damaged structural members;
- visual indications of overloading (i.e., bent or bowed members, severed members, cracks at pile to jacket connections);
- dents on outboard members caused by impact from floating or fallen objects; and
- distorted or twisted beams and columns.

In performing a GVI of the cellar (or lowest) deck, look for beams that may be buckled or out of square due to wave impact. If beams exhibit indications of wave impact induced buckling or yielding, trace structural members back to the deck leg to check for connection integrity and perform a Level III underwater structural inspection on that platform.

You should perform additional surveys in accordance with API RP 2A-WSD as follows:

2. Perform a Level II underwater survey for any platform:
    a. that experienced severe accidental loading that could lead to structural degradation as defined in API RP 2A-WSD, Section 14;
    b. that experienced an event that exceeded the platform's original design or latest assessment criteria; or
    c. where Level I survey results indicate that a Level II survey is necessary.

3. Perform a Level III underwater survey for any platform:
    a. with areas of known or suspected damage, including platforms that experienced wave induced buckling or yielding of structural members API RP 2A-WSD, Section 14.3.3; or
    b. where Level II survey results indicate a Level III survey is necessary.

4. Perform a Level IV survey for any platform
    a. if a Level III survey detects significant structural damage; or
    b. if visual inspection alone cannot determine the extent of the damage.

The flowchart in Attachment No. 1 of this NTL depicts these post-hurricane survey requirements.

B. Manning and Resumption of Production for Fixed OCS Platforms and Structures

Do not quarter personnel overnight or have them work on the platform 24 hours a day without prior BSEE GOAR approval if the Level I survey indicates structural damage, or if an engineering assessment determines that the latest assessment criteria have been exceeded (30 CFR 250.900). If it is operationally impractical for you to wait to complete the inspections or engineering assessment before you quarter personnel on a platform, obtain BSEE GOAR approval before you do so. At a minimum, make sure that you:

a. Develop a detailed, comprehensive around-the-clock weather monitoring plan;
b. Comply with U.S. Coast Guard regulations contained in 33 CFR Subchapter C (Aids to Navigation), and 33 CFR Subchapter N (Outer Continental Shelf Activities); and
c. Provide 24-hour full radio communications between any "field" boat used to conduct or assist in operations and the platform.

Before you quarter personnel on any platform, ensure that all firefighting equipment; flame, smoke, or heat detectors; gas detection equipment; and personnel safety and lifesaving equipment are maintained, inspected, and operational. Note: If you are required to maintain a firewater system and the system becomes inoperable, the appropriate BSEE GOAR District Office may grant you a temporary approval to utilize an adequate chemical firefighting system in lieu of a pre-existing firewater fire-fighting system while you make the necessary repairs.

If Level I, II, or III surveys identify structural damage, do not man the platform until you complete a structural analysis and perform any necessary repairs (see 30 CFR 250.900).

You may resume production after you complete a Level I survey that indicates no major structural damage, and after you successfully perform the tasks outlined in the section below titled "Safety Device Testing Time Extensions, Casing Pressure Monitoring, Pollution Inspections and Returning to Production."

C. Notifications, Reports, and Repairs for Fixed OCS Platforms and Structures

Pursuant to 30 CFR 250.919(b) and (c), if any of your structures have been exposed to a natural occurrence (e.g., hurricane, earthquake, or tropical storm), the Regional Supervisor may require you to conduct and submit reports of all structural damage, followed by subsequent updates. BSEE has determined that within 60 days of the passage of the hurricane, you must submit the information listed below via TIMSWeb:

a. A list of all your OCS platforms in the affected area;
b. For each listed structure, an initial inspection plan that generally describes the work you will perform to determine the condition of the structure; and
c. A timetable that shows how you will complete all inspections within 180 days after passage of the hurricane.

BSEE GOAR will review the inspection plans. You may submit amendments to your list of platforms and inspection plans for our consideration. Further, submit an amendment to your inspection plans whenever the results of a Level II survey require you to conduct a Level III survey.

Complete all surveys within 180 days after passage of the hurricane. On a case-by-case basis, BSEE GOAR may request that you submit the results of these surveys pursuant to 30 CFR 250.919(c). Complete all work to correct any damage you find during a platform survey before the beginning of the next hurricane season.

In accordance with 30 CFR 250.900(c), under emergency conditions, you may make repairs to primary structural elements to restore an existing permitted condition without submitting an application or receiving prior BSEE GOAR approval for ***up to 120-calendar days following an event***. Notify BSEE GOAR within 24 hours of the discovery of the damage and provide a follow up written report to the BSEE GOAR within 1 week after you complete the repairs, as required under 30 CFR 250.900(c).

Make the required 24-hour damage notification required by 30 CFR 250.900(c) concurrent with your e-mail or electronic hurricane reports, as required by 30 CFR 250.192, and consistent with the guidance in NTL No. 2015-G02, "Hurricane and Tropical Storm Effects Reports," effective July 27, 2015.

After completion of emergency repairs, make the required notification to BSEE GOAR via TIMSWeb. In the TIMSWeb submittal, provide sufficient information for BSEE GOAR to ensure that the structure has been repaired to its existing permitted condition.

In accordance with 30 CFR 250.919(a), you must submit a comprehensive in-service inspection report annually by November 1 to BSEE GOAR of the platforms you inspected during the preceding 12 months. For any post-hurricane surveys you conduct referenced in this NTL, provide the information described in Attachment No. 2 of this NTL in your annual report, using the standard OSTS inspection report format.

Surveys you conduct and are referenced in this NTL may omit requirements regarding the inspection of corrosion protection systems-marine growth, and the cathodic protection systems. However, in order for any inspection to be acceptable under the survey interval requirements indicated in subsection 14.4.2 of API RP 2A-WSD, you must perform a survey that includes all of the elements specified in Section 14.3 of API RP 2A-WSD.

Floating OCS Platforms and Structures

The United States Coast Guard (USCG) is the lead regulatory authority over floating OCS structures, as outlined in the Memorandum of Agreement between BSEE and USCG (BSEE/USCG MOA: OCS-04, Subject: Floating Offshore Facilities). BSEE GOAR and USCG intend to work in close cooperation with regard to the material condition, operational status, and any necessary repairs to any floating facility subject to this NTL.

In addition to this NTL, you should consult USCG D8 Policy Letter 01-2014, Guidance on

Post-Hurricane Inspection Requirements for Floating Offshore Production Facilities, published October 10, 2014, which contains USCG guidance on post-hurricane inspection requirements for floating facilities.

A. Survey Requirements for Floating OCS Platforms and Structures

BSEE regulates the structural integrity of floating OCS structures through 30 CFR part 250, Subpart I. BSEE GOAR recommends the following for all floating OCS structures located in the affected area of a hurricane:

1. Above-water Inspections for Floating Platforms and Structures

   For all floating structures in the affected area, conduct an above-water general visual inspection to establish the general condition of the structure, including to determine if the structure has obvious damage or if a discharge of pollution is occurring. Carefully inspect the critical connections of the deck to the hull. Visually inspect the hull from the structure and, if needed, by boat, looking for dents or other damage. Examine the underside of the topside deck for beams that may be buckled or out of square due to wave impact. For a tension leg platform (TLP) in particular, evidence of wave impact to the cellar deck can indicate that design criteria have been exceeded and/or the possibility of damage to the tendon system.

   Visually inspect structural appurtenances that are vulnerable to damage from motion, such as the base of flare towers, crane pedestals, and drilling rig connections to the deck. Inspect hatches, doors, and other openings to the hull to confirm that they remained watertight throughout the storm and that no water entered the hull. Visually inspect mooring jacks and chain stoppers for indications of extreme stress or failure. Verify the operation of critical marine systems, including emergency power, ballast, bilge, firewater, and the marine monitoring system. If available, retrieve information from the marine monitoring system and review it for indications of hurricane severity and floating structure performance during the storm.

2. Underwater Inspections for Floating Platforms and Structures

   Conduct a general underwater visual inspection by divers or remotely operated vehicle (ROV) of the structure when the above-water inspection indicates that underwater damage may have occurred. In addition, conduct a general underwater visual inspection of the structure after severe accidental loading, such as a large object being knocked loose and potentially causing structural damage to the structure as it fell to the seafloor, or after an event exceeding the platform's latest design/assessment criteria.

   Conduct a general visual inspection of the mooring system if there is any unexpected offset after the hurricane or if the mooring line tensions exceeded 70 percent of the minimum breaking load (MBL) during the hurricane (or, for a TLP, any negative tendon tensions or unexpected changes in tendon tensions). You may determine the mooring tensions either from measured tension data or by using hindcast data to model the tensions that were on the mooring lines. Conduct this inspection on all mooring

lines, fairleads, and their foundations and piles. For a TLP, inspect the tendon porches, tendon top connections, tendons, tendon load measurement units, fairings or strakes (if so equipped), tendon couplings, and tendon bottom connector for any signs of damage or unexpected tendon movement. You may use flooded member detection to help identify leaks in buoyant tendons. Inspect tendon fairings for damage and for loss of free rotation. Inspect tendon bottom connectors for indications of vertical or rotational movement at the pile and intrusion of debris into the tendon receptacle.

B. Manning and Resumption of Production for Floating OCS Platforms and Structures

USCG has the lead regulatory authority over approval to man (personnel on board more than 12 hours in successive 24-hour periods) a floating structure. Once USCG has initially approved the manning of the floating structure and is otherwise satisfied with the condition of the facility, you may resume production after you complete the BSEE and USCG required surveys that indicate no major structural damage, and after you successfully perform the tasks outlined in the section below titled "Safety Device Testing Time Extensions, Casing Pressure Monitoring, Pollution Inspections and Returning to Production."

C. Notifications, Reports, and Repairs for Floating OCS Platforms and Structures

Make sure that you begin all inspections immediately upon boarding the floating facility. Report all findings of these inspections and coordinate the repairs with BSEE GOAR. The time frame required for the completion of these repairs will be determined on a case-by-case basis.

Under emergency conditions, pursuant to 30 CFR 250.900(c), you may make repairs to primary structural elements to restore an existing permitted condition without submitting an application or receiving prior BSEE GOAR approval for ***up to 120-calendar days following an event***. Notify BSEE within 24 hours of the discovery of the damage and provide a follow up written report to BSEE GOAR within one week after you complete the repairs. As a reminder, you should also coordinate with USCG regarding emergency, temporary, and permanent repairs on floating platforms.

Make the required 24-hour damage notification required by 30 CFR 250.900(c) concurrent with your e-mail or electronic hurricane reports, as required by 30 CFR 250.192, and consistent with the guidance in NTL No. 2015-G02, "Hurricane and Tropical Storm Effects Reports," effective July 27, 2015.

Make the required emergency conditions repair notification via TIMSWeb. In the TIMSWeb submittal, provide sufficient information for BSEE GOAR to ensure that the structure has been repaired to its existing permitted condition.

Moored Mobile Offshore Drilling Units

BSEE and USCG have regulatory authority over mobile offshore drilling units (MODUs) on the OCS, as outlined in the Memorandum of Agreement between BSEE and USCG (BSEE/USCG MOA: OCS-08, Subject: Mobile Offshore Drilling Units (MODUs)).

Pursuant to 30 CFR 250.713(a), you must demonstrate that a moored mobile offshore drilling unit (MODU) is capable of operating in hurricane conditions. Following a hurricane, BSEE GOAR recommends that you to conduct the following inspections for a moored MODU in the affected area:

1. If the moored MODU did not experience any obvious mooring system damage and all of the mooring line tensions were less than 70 percent of the MBL, conduct a general visual inspection of the mooring system during the next rig move. You may determine the mooring tensions either from measured tension data or by using hindcast data to model the tensions that were on the mooring lines.

2. If the moored MODU did not experience any obvious mooring system damage but mooring line tensions exceeded 70 percent of the MBL, conduct a detailed inspection (see footnote below) of the mooring lines that experienced tensions greater than 70 percent of the MBL during the next rig move. The mooring tensions may be determined either from measured tension data or by using hindcast data to model the tensions that were on the mooring lines.

3. If the moored MODU experiences a single mooring line failure, conduct a detailed inspection (see footnote below) of the failed mooring line for reuse before you resume operations. Conduct a visual ROV inspection for the two lines adjacent to the failed line. You may inspect the remaining mooring lines during the next rig move, if it can be demonstrated that their tensions did not exceed 70 percent of their MBL.

4. If the moored MODU experiences multiple mooring line failures, conduct a detailed inspection* of all of the mooring line components before you resume operations. This inspection applies to all mooring components, including the lines that did not fail. Remove from service all components that do not pass inspection.

*A detailed inspection of the mooring system components consists of the following:

- Chain – inspection using a go-no-go gauge on links every 100 feet
- Wire – detailed visual following API RP 2I inspection criteria on broken wires within strands; focus attention to the area just behind the socket and conduct a detailed visual inspection on the socket itself
- Polyester – detailed visual inspection focusing on any jacket (sheath) abnormalities or diameter changes; if barrier is compromised, swap out section
- Connecting hardware (connecting links, kenters, shackles, swivels, etc.) – exchange and conduct a magnetic particle inspection (MPI) to ensure suitability to return to service
- Subsea Connectors – exchange and inspect as per manufacturer guidelines
- Anchors – after retrieval, a detailed visual, looking for potential structural cracks and noticeable deformations such as bending of the anchor shank or fluke

Submit the results of these inspections by email to omm_dfo_woss@bsee.gov. If the mooring system sustained any damage, submit these inspection results for reuse approval before you resume operations. Based on the results of these inspections, BSEE GOAR may require you to

replace any or all of the mooring components to ensure compliance with your approved EP, DPP, or DOCD in your APD or APM (30 CFR 250.713(b)). If no damage was sustained to any of the mooring components, submit the inspection results before you commence operations at the next location.

Any United States and foreign flag MODU present in U.S. waters is subject to USCG inspection. You are therefore reminded that for any MODU subject to this NTL you must contact the cognizant OCMI before you man and operate the MODU.

Pipeline Inspections

Pursuant to 30 CFR 250.1005(a), you must conduct inspections of pipeline routes at time intervals and using methods prescribed by BSEE. Under 30 CFR 250.1010(g), if environmental factors detrimentally affect a pipeline, the pipeline operator is required to submit a plan of corrective action to the Regional Supervisor within 30 days of the observation. Under these authorities, BSEE GOAR has determined that you must conduct the following inspections for all pipelines in the affected area.

1. Pipeline Tie-in and Crossing Inspections. Conduct an underwater visual inspection using divers or ROV, a scanning sonar processor, a 500-kHz sidescan sonar in combination with a magnetometer, or other equipment acceptable to BSEE GOAR of each of your OCS pipeline tie-ins and crossings in water depths less than 200 feet, including pipelines decommissioned in place. Design each inspection to determine whether any valves or fittings became exposed and to determine the extent of any damage, including damage to protective devices, mats, and sandbags. If, during the course of inspecting pipeline tie-ins and crossings, there are indications of pipeline movement, conduct an underwater pipeline inspection of that section regardless of water depth to determine the extent of movement or damage.

2. Pipeline Riser Inspections. Conduct a visual inspection of the above-water portion of each pipeline riser in all water depth ranges. If applicable, conduct this riser inspection in conjunction with the required Level I platform survey described above. Inspect the riser and riser clamps for damage. If this inspection indicates that damage may have occurred, conduct an underwater riser and pipeline inspection to determine if the pipeline has been displaced or exposed.

3. Pipeline Steel Catenary Riser Inspections. Conduct an inspection using divers and/or ROV of the underwater portions of each of your OCS pipeline steel catenary risers. Inspect the riser, vortex-induced vibration (VIV) suppression devices, and the connection point (flexible element, titanium stress joint, etc.) for damage.

4. Drifting MODU's or Structures. If there is any indication that an adrift MODU or other floating structure may have impacted any of your pipelines, conduct an underwater pipeline inspection regardless of water depth to determine whether the MODU or other floating structure caused any damage to the pipeline.

5. Mudslide Areas. For all pipelines in the affected area that are also in a known

mudslide area and/or are designed to mitigate the effects of mudslides, including pipelines decommissioned in place, conduct an underwater visual inspection of pipeline tie-ins and crossings in mudslide areas in accordance with item No. 1 above, regardless of water depth, and conduct a leak test in accordance with the provisions in Item No. 7 below.

6. Reports and Repairs. Submit the results of any pipeline inspections you conduct pursuant to paragraphs Nos. 1 through 5 above and any subsequent updates via TIMSWeb by the first Friday of each month. Continue to submit these reports until you have completed all repairs and placed the pipeline back into service. In each report, include:

   a. The BSEE-assigned pipeline segment number;
   b. The size of the pipeline;
   c. If inspected, the date(s) of the inspection;
   d. The type of damage found;
   e. The location of damage (including damage to risers);
   f. The suspected cause of damage;
   g. Whether the damage has been repaired;
   h. If not inspected, the estimated date(s) of inspection;
   i. Whether the pipeline is "in service," "out of service," or "decommissioned in place," and
   j. If returned to service, the date.

Please be reminded that before you conduct any repairs, under 30 CFR 250.1008(e), you are required to submit a repair procedure for review and acceptance to the BSEE GOAR Pipeline Section via TIMSWeb.

7. Leak Testing. Perform a leak test before you return any pipeline located in the affected area to service. Make sure that the leak test successfully tests the integrity of the pipeline. When you conduct the leak test, make sure that you use a stabilized pressure that is capable of detecting all leaks, use pressure gauges and recorders that are sufficiently accurate to determine whether the pipeline is leaking during the test, and conduct the test for at least two hours. For major oil pipelines (those 10 inches in diameter or greater), perform the leak test only during daylight hours and provide aerial surveillance of the pipeline route while you perform the test.

Safety Device Testing Time Extensions, Casing Pressure Monitoring, Pollution Inspections and Returning to Production

Pursuant to 30 CFR 250.880(b), you must successfully test safety system devices at specified intervals. Also, pursuant to 30 CFR 250.520, you must monitor casing pressure at prescribed frequencies. Finally, pursuant to 30 CFR 250.301 you must inspect (physically board) your facilities daily or at intervals prescribed by the District Manager to determine if pollution is occurring.

Since facility damage may prevent you from performing the required tests, monitoring, and inspections, BSEE GOAR has received requests for time extensions until such time that they can be performed safely. To limit the need for time extension requests with respect to safety device testing, monitoring, and inspections, for infrastructure in the affected area, BSEE has approved the following, pursuant to 30 CFR 250.142:

- If your platform is not safe to board, you need to record, in the platform records when the platform is safe to board, that you have temporarily suspended safety device testing, monitoring, and inspections you conduct due to hurricane damage. Your safety device testing, except for subsurface safety valve testing, can be suspended until you are ready to resume production. Casing pressure monitoring and pollution inspections accomplished by physically boarding the platform must resume immediately once it is safe to do so. If you are unable to perform the required testing, monitoring or inspections within 45 days after passage of the hurricane, contact the appropriate BSEE GOAR District Office for a further possible extension.

If you are unable to perform subsurface safety valve testing that becomes due at any time after a hurricane, extensions for subsurface safety valve testing will be considered on a case-by-case basis. However, you are encouraged to test subsurface safety valves in advance of hurricane season so as to avoid the need for time extensions to test these devices as a result of facility damage.

Before you resume production, verify the integrity and operability of the platform's surface safety system, including the emergency support system and other systems outlined in API RP 14C, and test and document any repairs. On manned or unmanned platforms, make sure the platform meets the requirements for means of escape in accordance with 33 CFR 143.101.

Guidance Document Statement

BSEE issues NTLs as guidance documents in accordance with 30 CFR 250.103 to clarify, supplement, and provide more detail about certain BSEE regulatory requirements and to outline the information you provide in your various submittals. Under that authority, this NTL sets forth a policy on and an interpretation of a regulatory requirement that provides a clear and consistent approach to complying with that requirement. However, if you wish to use an alternate approach for compliance, please consult with the appropriate BSEE office under 30 CFR 250.141.

Paperwork Reduction Act of 1995 Statement

The Office of Management and Budget (OMB) has approved the information collection requirements and assigned OMB Control Numbers 1014-0022 for subpart A regulations, 1014-0028 for subpart G regulations, 1014-0003 for subpart H regulations, 1014-0011 for subpart I regulations, and 1014-0016 for Subpart J. This NTL does not impose any additional information collection requirements subject to the Paperwork Reduction Act of 1995 (44 U.S.C. §§ 3501 *et seq*.).

Contacts

1. Address any questions regarding platform surveys or reports to the BSEE GOAR Office of Technical and Structural Support by e-mail at: structures@bsee.gov.
2. Address any questions regarding moored rig inspections or issues by e-mail to the BSEE District Field Operations – Well Operations Support Section at: omm_dfo_woss@bsee.gov.
3. Address any questions regarding pipeline inspections or reports to the BSEE GOAR Pipeline Section by e-mail at: pipelines@bsee.gov.
4. Address any questions regarding safety device inspection and testing to the appropriate BSEE GOAR District Office.

BRYAN DOMANGUE
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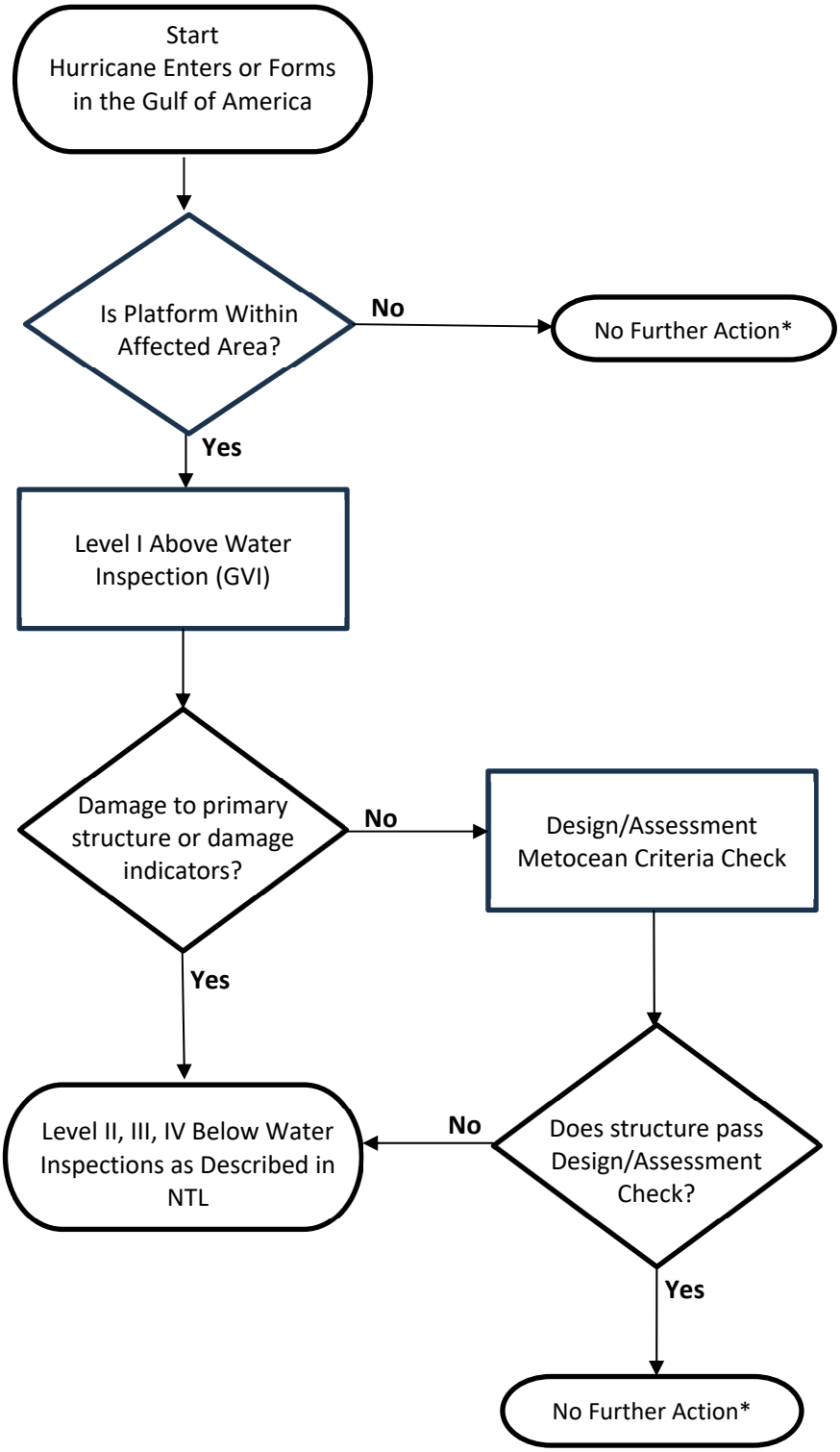
Bryan A. Domangue
Regional Director

Attachments

Attachment No. 1



*Unless structure specific inspections required by owner or regulator.

Attachment No. 2

For each facility survey you conduct referenced in this NTL, BSEE recommends providing the following information (in electronic spreadsheet format with each data item presented in the order listed as column headings) in your annual inspection report:

1. General
   - Lessee or Operator Name
   - Platform Name
   - Platform Location (OCS Area and Block and X-Y Coordinates)
   - BSEE-assigned Complex ID
   - Water Depth
   - Year Installed
   - Platform Type (Caisson, Tripod, 4-pile, 8-pile, etc.)
   - Platform Use (Quarters/Production/Compressor/ROW Accessory, etc.)
   - Quarters (Y/N) (If yes, the number of beds)
   - Manned or Unmanned
   - Number of Legs and Piles
   - Number of Slots; Number of Unused Slots
   - Number of Conductors
   - Number of Decks
   - Measured Deck Height

2. Survey Information
   - The date of the survey.
   - The extent and area of inspection.
   - The type of inspection employed (Level I, II, III, or IV).
   - Name, company name, and position description of the individual(s) who performed the survey.

3. Structural Damage
   - From the approach (helicopter/boat), were there any visual signs of leaning, twisting, unlevel decks, or other significant structural damage? (Y/N) If yes, describe the damage.
   - Was there any damage that prevented boarding the platform? (Y/N)
   - Were there any visual signs of wave in deck? (Y/N)
   - Were there any signs of visible damage (holes, cracks, tears, bending, twisting, movement, missing, displacement, bulging, etc.) to any of the steel members (legs, piles, cross bracing members, columns, truss members, beams or girders, joints and welds, conductors (including guides and clamps), or any other steel member) of the structure? (Y/N) If yes, specify the location and type of member and describe the damage.

4. Other Damage
   - Was there any damage to pipeline risers or clamps? (Y/N)
   - Was there any damage to J-tubes or clamps? (Y/N)