



U.S. COAST GUARD EIGHTH DISTRICT GULF OF AMERICA OUTER CONTINENTAL SHELF MARINE SAFETY INFORMATION BULLETIN



HURRICANE & TROPICAL STORM REPORTING REQUIREMENTS

MSIB 25-01

03 June 2025

In 2014, the Eighth Coast Guard District implemented a “report by exception” OCS hurricane and tropical storm evacuation reporting protocol. This protocol created a means for industry to voluntarily report unexpected challenges to executing their storm avoidance/preparation processes or Emergency Evacuation Plan (EEP). This protocol continues for 2025.

Operators are responsible for ensuring that their EEPs and extreme weather plans are up to date.

It is requested that operators of ALL manned facilities, Mobile Offshore Drilling Units (MODUs), Floating Production Storage and Offloading (FPSO) vessels, and Floating Production Units (FPUs) report only when personnel, who otherwise intended to evacuate the unit, are stranded on board and are not able to safely evacuate; or if a MODU, FPSO, or FPU intends to, but is unable to, relocate for storm avoidance. Reports of personnel remaining offshore and at risk will allow the Eighth District to prepare for potential post-storm search and rescue operations. For OCS facilities with an approved EEP pursuant to 33 CFR Part 146, we request that you notify the Eighth District any time personnel will remain on board in exception to your approved plan or if you are not able to execute any portion of your EEP or other plans related to heavy weather preparations. All reports should include the location of the unit, the number of personnel to be left on board, and the means by which the operator and/or the Eighth District can communicate with the unit.

Notifications should be made to the Eighth District by contacting the following:

E-mail: D8CommandCenter@uscg.mil and OCScorrespondence@uscg.mil

Phone: 1-855-485-3727 (1-855-GULFSAR)

As a reminder, facilities are required to comply with the Bureau of Safety and Environmental Enforcement’s (BSEE) reporting requirements outlined in 30 CFR 250.192 and other guidance, as well as the Coast Guard casualty reporting requirements in 33 CFR 146.30 and 146.301 as clarified by MSIB 19-01 (available at www.dco.uscg.mil/OCSNCOE/D8ocs/MSIB/). There may be times when Coast Guard personnel reach out to particular units or companies in an attempt to gather additional information related to specific weather events. This outreach should not be construed as additional requirements, but rather as requests for information to support overall Coast Guard hurricane planning and response efforts. Your cooperation in these efforts is greatly appreciated.

Operators and Persons in Charge (i.e., Master or Offshore Installation Managers (OIM)) of MODUs are highly encouraged to review the following:

- Joint BSEE and Coast Guard Safety Alert (BSEE Safety Alert No. 441; USCG Safety Alert No. 05-22) issued on May 16, 2022 titled “BSEE & USCG Identify Delayed T-Time Execution, Poor Operational Decisions, and Equipment Breakdowns as Contributors to a Drillship’s Unsuccessful Attempt to Avoid Hurricane Ida”. This joint BSEE and Coast Guard Safety Alert and other OCS-related resources can be found at www.dco.uscg.mil/OCSNCOE/Accidents-Investigations/#safety-alerts.
- Industry-recognized guidance, such as “DP MODU Tropical Storm Avoidance in the Gulf of America R1” available at www.theooc.org/publicguidancedocs.
- MSIB 22-01 which contains reporting requirements and recommendations for any MODUs and vessels intending to cold stack. (available at www.dco.uscg.mil/OCSNCOE/D8ocs/MSIB/)

The Coast Guard would like to emphasize that the Master/OIM of a MODU has the responsibility for making final decisions related to operations and is ultimately responsible for the safety of the personnel aboard their vessel. Therefore, that person should evaluate all potential situations that could delay the safe evacuation of personnel or completion of storm evasion procedures and take sufficient steps to mitigate such risks.

A Weather Reconnaissance Area (WRA) is airspace established to support weather reconnaissance/research missions pursuant to the National Hurricane Operations Plan (NHOP). A WRA has defined dimensions which are published by Notice to Airmen (NOTAM). WRAs are not Temporary Flight Restrictions (TFRs) – they serve as advisories rather than outright restrictions. While helicopters may legally fly through WRAs, doing so may present significant risks, such as potential collisions with dropped sensors or drones. To ensure safety and efficiency, it is advised that OCS operators work with their aviation partners to:

- **Evacuate early** – Choosing forecasts with the longest outlook will facilitate timely decision-making. The National Hurricane Center (available at www.nhc.noaa.gov/) offers a 7-day outlook to aid planning and improve safety decisions. Other commercially available tools are available as well.
- **Monitor the Tropical Cyclone Plan of the Day (TCPOD)** – The TCPOD will help operators maintain awareness of upcoming WRAs and is available at <https://www.nhc.noaa.gov/recon.php>. The TCPOD contains information regarding WRA activations for a 24-hour period from 1100Z through the following day at 1100Z. For each flight on the TCPOD, Item “H” will specify either "WRA ACTIVATION" or "NO WRA ACTIVATION".
- **Maintain proactive communication with air traffic control** – This is especially helpful if evacuation flights may need WRA access. The contact number for the Houston Air Route Traffic Control Center (ARTCC) Supervisory Traffic Management Coordinator (STMC) is (281) 230-5590. Other helpful contact information is also in the published WRA Notice to Airmen (NOTAM), which is available at https://notams.aim.faa.gov/notamSearch/nsapp.html#.

For questions or clarification on this MSIB, please contact my staff at OCScorrespondence@uscg.mil.

Sincerely,

M. J. Denning
Captain, U. S. Coast Guard
Eighth District Outer Continental Shelf
Officer in Charge, Marine Inspection