

**UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
WASHINGTON, D.C. 20549**

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**FORM 6-K**

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**REPORT OF FOREIGN PRIVATE ISSUER  
PURSUANT TO RULE 13a-16 OR 15d-16  
UNDER THE SECURITIES EXCHANGE ACT OF 1934**

**Date of Report: October 7, 2016**

**Commission File Number 001-35345**

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**PACIFIC DRILLING S.A.**

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**8-10, Avenue de la Gare  
L-1610 Luxembourg  
(Address of principal executive offices)**

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Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F.

Form 20-F       Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1):

Yes      No

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7):

Yes      No

Indicate by check mark whether the registrant by furnishing the information contained in this Form, is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Yes      No

If "Yes" is marked, indicate below the file number assigned to the registrant in connection with Rule 12g3-2(b):

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## INFORMATION CONTAINED IN THIS FORM 6-K REPORT

On October 7, 2016, we posted to our website our updated Fleet Status Report dated October 7, 2016. A copy of that report is attached to this report on Form 6-K as Exhibit 99.1.

The Fleet Status Report shall not be deemed to be “filed” for the purposes of Section 18 of the Securities Exchange Act of 1934 or otherwise subject to the liabilities of that Section, unless the Company specifically incorporates the information by reference in a document filed under the Securities Act of 1933 or the Securities Exchange Act of 1934.

By filing this report on Form 6-K and furnishing this information, the Company makes no admission as to the materiality of any information contained in this report. The Company undertakes no duty or obligation to publicly update or revise the information contained in this report, although the Company may do so from time to time as management believes is warranted.

Certain expectations and projections regarding the Company’s future performance referenced in the Fleet Status Report are forward-looking statements. These expectations and projections are based on currently available competitive, financial, and economic data and are subject to future events and uncertainties. In addition to the above cautionary statements, all forward-looking statements contained herein should be read in conjunction with the Company’s SEC filings, including the risk factors described therein, and other public announcements.

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**SIGNATURES**

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

**Pacific Drilling S.A.**  
(Registrant)

Dated: October 11 , 2016

By /s/ Lisa Buchanan  
Lisa Buchanan  
SVP, General Counsel & Secretary

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**EXHIBIT INDEX**

The following exhibit is filed as part of this Form 6-K:

<u>Exhibit</u>	<u>Description</u>
99.1	Fleet Status Report dated October 7 , 2016

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**FLEET STATUS REPORT**  
 NYSE: PACD

 As of October 7, 2016  
 Updates noted in bold

Rig Name	Delivery	Water Depth (ft)	Drilling Depth (ft)	Customer	Location	Start/Expected		Contract		Availability/ Expected Availability
						Start	Term	Contractual Dayrate (US\$000's)	Average Contract Backlog Revenue Per Day (US\$000's)	
<i>Pacific Bora</i>	2010	10,000	37,500	—	Nigeria	—	—	—	—	<b>Immediate</b> <sup>(1)</sup>
<i>Pacific Scirocco</i>	2011	12,000	40,000	Total	<b>Nigeria</b>	8-Jan-2015	2 years + 12 days	489/455	489/455	Jan-17
<i>Pacific Mistral</i>	2011	12,000	37,500	—	Aruba	—	—	—	—	Immediate
<i>Pacific Santa Ana</i>	2011	12,000	40,000	Chevron	USGoM	21-Mar-2012	5 years + 38 days	<b>481</b> <sup>(2)</sup>	<b>555</b> <sup>(2)</sup>	May-17
<i>Pacific Khamsin</i>	2013	12,000	40,000	—	Cyprus	—	—	—	—	Immediate
<i>Pacific Sharav</i>	2014	12,000	40,000	Chevron	USGoM	27-Aug-2014	5 years	<b>551</b> <sup>(2)</sup>	<b>605</b> <sup>(2)</sup>	Sep-19
<i>Pacific Meltem</i>	2014	12,000	40,000	—	Aruba	—	—	—	—	Immediate

(1) The *Pacific Bora* completed its drilling contract with Chevron in Nigeria on September 27, 2016. During September, the *Pacific Bora*'s dayrate was \$230,000.

(2) The *Pacific Scirocco* earned 80% of its full operating dayrate through October 3, 2016, which was the date it restarted operations for Total. From October 3, 2016 through October 14, 2016, the *Pacific Scirocco*'s dayrate is \$489,000. The dayrate will be reduced to \$455,000 from October 15, 2016 until the end of the contract term on January 19, 2017.

(3) Effective October 1, 2016, the contractual dayrates and average contract backlog revenue per day amounts for the *Pacific Santa Ana* and the *Pacific Sharav* have been adjusted per the cost escalation provisions of the contracts.

Period	Historical Actual				
	4Q2015	1Q2016	2Q2016	3Q2016	4Q2015 - 3Q2016 Average
Operating Fleet Average Revenue Efficiency	97.3%	97.7%	99.0%	<b>97.0%</b>	97.7%



## FLEET STATUS REPORT

NYSE: PACD

As of October 7, 2016

### DEFINITIONS & DISCLAIMERS

**Dayrate Definition:** The dayrates reflected in this Fleet Status Report are the operating dayrates charged to customers, which may include estimated contractual adjustments for changes in operating costs and/or reimbursable cost adjustments for ongoing expenses such as crew, catering, insurance and taxes. The dayrates, however, do not include certain types of non-recurring revenues such as lump sum mobilization payments, revenues earned during mobilizations, revenues associated with contract preparation and other non-recurring reimbursable items such as mobilizations and capital enhancements. Routine and non-routine downtime may reduce the actual revenues recognized during the contract term.

**Backlog Definition:** Includes firm commitments only, which are represented by signed drilling contracts. We calculate our contract backlog by multiplying the contractual dayrate by the minimum number of days committed under the contracts (excluding options to extend), assuming full utilization, and also include mobilization fees, upgrade reimbursements and other revenue sources, such as the standby rate during upgrades, as stipulated in the contract.

**Revenue Efficiency Definition:** Actual contractual dayrate revenue (excludes mobilization fees, upgrade reimbursements and other revenue sources) divided by the maximum amount of contractual dayrate revenue that could have been earned during such period.

**Forward Looking Statements:** Certain statements and information contained in this Fleet Status Report constitute “forward-looking statements” within the meaning of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995, and are generally identifiable by the use of words such as “believe,” “estimate,” “expect,” “forecast,” “our ability to,” “plan,” “potential,” “projected,” “target,” “would,” or other similar words, which are generally not historical in nature. The forward-looking statements speak only as of the date hereof, and we undertake no obligation to publicly update or revise any forward-looking statements after the date they are made, whether as a result of new information, future events or otherwise. Our forward-looking statements express our current expectations or forecasts of possible future results or events, including expectations for durations of contracts, payments to be made under terminated contracts, contract backlog, revenues and operating results, operating revenue efficiency and expected availability of vessels.

Although we believe that the assumptions and expectations reflected in our forward-looking statements are reasonable and made in good faith, these statements are not guarantees and actual future results may differ materially due to a variety of factors. These statements are subject to a number of risks and uncertainties, many of which are beyond our control.

Important factors that could cause actual results to differ materially from our expectations include: the global oil and gas market and its impact on demand for our services; the offshore drilling market, including reduced capital expenditures by our clients; changes in worldwide oil and gas supply and demand; our ability to recover payments from our clients; rig availability and supply and demand for high-specification drillships and other drilling rigs competing with our fleet; costs related to stacking of rigs; our ability to enter into and negotiate favorable terms for new drilling contracts or extensions; our substantial level of indebtedness; possible cancellation, renegotiation, termination or suspension of drilling contracts as a result of market changes or other reasons; and the other risk factors described in our filings with the Securities and Exchange Commission (SEC), including our Annual Report on Form 20-F and Current Reports on Form 6-K. These documents are available through our website at [www.pacificdrilling.com](http://www.pacificdrilling.com) or through the SEC’s website at [www.sec.gov](http://www.sec.gov).