



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Aeolus	22.2	12.8	1			Jack Up • Daylight only operations - Aiming circle & "H" lights not fitted • No helicopters when vessel on transit - Main Crane infringes 210 sector when on rest • Crane boom may infringe 210 sector outside of planned helicopter operations	210° Crane boom when stowed in its rest. Misc TD/PM+H lights not fitted
Amazon Conqueror	22.8	15.6	3			Seismic Vessel CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight Operations only - UK Waters and UK Reg Aircraft • HMS Rev.9B + Lights fitted • Approved Friction Surface • Norway only - helideck net must be fitted during flight operations	Misc Circle & "H" lights not fitted Dual Agent not fitted - Norway only
Amazon Warrior	20.8	15.6	3			Seismic Vessel – Cat 3 bow mounted helideck • Daylight operations only due to lack of TD/PM+H lights • Seismic arrays: Deployed - Table 1(T & L) regardless of overflight Stowed - No limitation Whenever practical, avoid or minimize overflight of arrays • Approved friction surface – no net • DIFFS fitted • No DG to be uplifted from vessel by helicopter	Misc Circle & H lights not installed No DGbA trained shipper available
Amundsen Spirit	20.8	12.8	1			• Tanker with amidships helideck on port side • 2 x 150 degree Limited Obstacle sectors- • Table 1(T&L) if overflight of 5:1 obstruction unavoidable • Daylight Operations only (Does not apply in Norwegian sector) • Stable deck conditions (1° Pitch/roll & 2m heave) HMS repeater lights not fitted (UK Waters)	5:1 Main deck starboard of helideck Misc No Circle and H Lights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Apache II	20.8	12.8	3		8	Pipe laying ship - Bow deck - Cat 3 • Daylight Ops Only due to lack of TD/PM+H Lights • Approved Friction surface - no net (CAP 437 compliant areas) • DIFFS Fitted • No DGs to be uplifted • HMS Rev.9B + Lights fitted	Misc TD/PM+H Lights not fitted No qualified shipper / packer
Apollo	22.2	12.8	1			SEV (Self Elevating Vessel) • Table 1 (T) if overflight of 5:1 items is unavoidable • No landings whilst on the move • Crane to be fully raised for all helicopter operations *Certificate expiry 18/11/2024*	5:1 Access & deck structures stbd aft Access & deck structure starboard + luffing wires of crane when in rest Misc Approved friction surface - no net
Artemis Odyssey	19,5	9,3	2			Research vessel - Cat 2 stern helideck • Daylight operations only due to lack of adequate lighting • Table 1 (T) if overflight of 5:1 obstruction unavoidable • No DG uplifted from vessel by helicopter • Approved friction surface • HMS Rev 9B + lights fitted • Offset aiming circle	210° Marginal infringement port side handrails and fire monitor 150° Handrails forward of helideck 5:1 Aft lantern mast protrudes 3m from SLA Misc Circle and H lights not fitted TD/PM+H circle offset Vessel fire fighting capacity not compliant for operations on NCS.
Atlantis Dweller	20.9	12t	3			• Cat 3 Bow deck – Day Ops only when vessel into wind (Norway N/A) • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • Circle and H lights fitted	Misc Approved Friction Surface No DG to be uplifted from this vessel
Aurora Spirit	20,8	14,6	1		8	Shuttle tanker • Amidships helideck port forward • Table 1(T) if overflight of main decking unavoidable • No DG uplifted from vessel by helicopter • HMS Rev9b not fitted • Stable deck conditions (1° Pitch/roll & 2m heave) for UKCS • Daylight Operations only when operating in the UKCS	Sig 5:1 Main decking forward, aft and starboard of helideck Misc • Frictape Netlights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Benguela Gem	22.8	12.8	3			Diamond Mining Vessel	150° Binnacle 2.5m aft of perimeter line @1.35m high. Painted in highlight stripes
BGP Prospector	22.8	15.6	3			Seismic Vessel - Bow helideck <ul style="list-style-type: none"> Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. (ICAO Heliport manual Doc 9261 edition 4 applies) Note: Ideally wind should be on Starboard Quarter for night Ops Stable deck conditions 1° Pitch/roll & 2m heave (UK Waters) HMS repeter lights not fitted Dangerous Goods NOT to be uplifted from vessel due to lack of trained shipper 	Misc No DGbA Packer/Shipper available Helideck net available if required. Suitable friction surface
Bibby Wavemaster 1	20.8	12.8	3	8		MSV <ul style="list-style-type: none"> Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops Table 1 (T) if overflight of the 5:1 infringement is unavoidable. HMS Rev.9B + Lights fitted Circle H lights fitted Approved friction Surface - No net. 	5:1 • Main deck port and starboard side aft of 180° but within 210° sector.
Blue Tern	22.8	14.6	1			Jack Up <ul style="list-style-type: none"> Operations prohibited whilst on the move Landing prohibited unless crane boom/jib is in the raised position clear of 210 degree OFS No Dangerous Goods to be uplifted from this installation 	210° Crane Boom when in the rest. 5:1 Port & Stbd access monitor platforms and lifeboats Misc Crane jib may be at rest along port side of helideck outside of notified helicopter flight times. Frictape net circle and h lights fitted No qualified DG Shipper/Packer on board Landing net fitted (unsuitable friction surface)



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Boa Sub C	20.8	11.9	3			OSCV – Offshore Support & Construction Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for Night Ops • TD/PM+H Lights fitted • HMS Rev.9B + Lights fitted • Approved friction surface - no net	Nil
Boka Atlantis	22.2	12.0	3		0-30Kt 31+	DSV - • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only - No TDPM & H lighting • No restrictions - No Helicopter operations due to poor friction surface • HMS Rev.9B & lights fitted	Misc TD/PM+H Lights not fitted Poor friction on Aiming circle
Boka Da Vinci	22.2	12.0	3			DSV - Cat 3 - Bow Deck • Daylight Operations Only due to lack of TD/PM+H lights • HMS Rev.9B + Lights fitted • Table 1(T) if overflight of 5:1 Items is unavoidable • No Dangerous Goods to be uplifted from this vessel	5:1 Vessel structure and access points Port and Starboard aft Misc Circle & "H" lights not fitted No trained DGbA shipper on board
Boka Polaris	19.5	9.2	3			OSV - Cat 3 Bow deck • Daylight ops only due to lack of TD/PM +H lights • Approved Friction Surface • HMS Rev.9B + Lights fitted	Misc No Circle/H lights fitted
Boka Topaz	20.8	12.8	3			DSV - Cat 3 bow mounted helideck • HMS Rev.9B + lights fitted • Table 1 (T) if overflight of 5:1 infringement unavoidable • Daylight operations only • No DG uplifted from vessel by helicopter • Approved friction surface – no net	5:1 Fore mast when lowered Misc Circle & H lights not fitted Designated DG person not available on board



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Bourbon Evolution 804	19.5	11.0	3			Intervention Maintenance and Repair Vessel • Day ops only Bow mounted helideck (UK waters) • Table 1 (T) of overflight of exit platform is unavoidable • No DGs to be uplifted from vessel	Sig 5:1 Aft exit platform 2.4m from edge of gutter Misc Frictape net lights fitted
Brave Tern	22.2	12.8	1			CAT 1 - Self-propelled Jack up - Bow deck • Crane Boom Tip & Nav light mast infringes the 210 OFS outside of notified helicopter times. • Frictape Netlights installed • No DGs to be uplifted from vessel	210° Crane Boom & Nav light mast outside of notified helicopter times.
COSL Innovator	22.2	12.8	1	• 060-170 rel. To rig head	• 0-30 • 31 plus	Semi-submersible • Table 2 due to turbulence from derrick & structure - Nil Landings Turbulence reports by all types to be submitted • HMS Rev.9B with lights fitted • No fuel available	
COSL Pioneer	22.2	12.8	1	• 090-170 Rel. To rig hdg	0-15kts 16-30kts 31+kts	• Semi Sub • HMS Rev.9B + lights fitted • No restriction • Table 2(L&T), due to turbulence from derrick & structure - No Landings Turbulence Reports are required • Approved Friction Surface - No net	210° • 210° OFS swung 10° anti clockwise
Current Spirit	20,8 8	14,6	1			Shuttle tanker – Cat 1 helideck • Amidships helideck port forward • Table 1(T) if overflight of main decking unavoidable • Stable deck conditions (1° Pitch/roll & 2m heave Cap 437 compliant areas) • No DG uplifted from vessel by helicopter • Daylight operations only when operating in the UKCS	Sig 5:1 Main decking forward, aft and starboard of helideck Misc • No Qualified shipper / packer • Frictape Netlights fitted • Cap 437 Rev 9b non compliant



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Dan Swift	22.2	12.8	2			Accommodation Vessel Table 1(t) if overflight of 5:1 items is unavoidable • Daylight ops only	Sig 5:1 Main deck aft of helideck Misc DIFFS fitted. No net No Circle/H lights fitted
DCV Aegir	22.8	15.6	1			Crane Barge • Table 1(T) if overflight of 5:1 items is unavoidable • HMS rev. 9B fitted • Stable deck conditions (1° Pitch/roll & 2m heave) for operations in UK continental shelf or by UK registered helicopters - HMS repeater lights not fitted • Approved friction surface - no net • No fuel available	150° Vent duct pipe and lift housing 2.7m from sla 1m adl. Painted in yellow and black obstruction markings 5:1 Forward foam monitor platform and wave radar approx 4m from edge of SLA. Bridge wings port and starboard aft infringe sector Misc ATEX lights not fitted
DCV Balder	22.2	9.3	1			Crane Barge • Table 1(T) to be applied for all operations due to 5:1 infringements all round the deck • See HLL - Part E Annex 5 for other restrictions • Cleared for EC225 & S92 • HMS Rev 9B fitted - No deck repeater lights fitted	210° Cranes - Port and Stbd - Crane rest Port side 5:1 Port side: Deck area & lifeboats Starboard side: Deck area & Lifeboats fwd Misc Frictape netlights fitted
Deep Arctic	20.9	12.0	3			Construction Vessel - Bow Deck • Daylight ops only • HMS Rev.9B + lights fitted • DIFFS Fitted • Approved Friction Surface - No net	Misc No circle and h lights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Deep Cygnus	20.8	12.8	3			OSCV – Offshore Support & Construction Vessel • Cat 3 bow mounted helideck • Daylight operations only (not applicable for Norway) • Approved friction surface . • HMS Rev.9B + lights fitted • Dangerous goods not to be shipped by air from this location. No qualified personnel on board Norway: • Keel laid 20 December 2007 • Caution if shutting down - no helicopter start unit available • No dual agent unit fitted	150° Port & starboard fire monitors, and galley vent - marginal obstructions Misc Circle and H lights not fitted
Deep Discoverer	22,2	12.8	3			DSV – • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. (TD/PM+H lights fitted) • Approved Friction Surface • HMS Rev.9B + Lights fitted	
Deep Energy	20.8	12.8	3			Pipe layer - Category 3 Bow deck • Daylight ops (Cap 437 compliant areas) • 30 Knot wind speed limit if Landing Net not fitted (Cap 437 compliant areas) • No Dgs from vessel	Misc No Circle and H lights fitted No qualified shipper / packer Low friction on some areas of circle and H
Deep Explorer	20.8	15	3			DSV • Cat 3 Bow Helideck – Day Ops only when vessel into wind (UK only) • Cat 2 Night Ops permitted when vessel heading downwind. • Approved friction surface - no landing net required • No DGs from vessel	210° Stairway, starboard aft of helideck - marginal infringement Misc TD/PM+H Lights not fitted. HMS Rev.9B compliant: Lights fitted No qualified shipper/packer



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Deep Vision	19.5	9.3	3			MSV • Cat 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only UK Sector • Prohibited Landing Sector $\pm 22.5^\circ$ of bow • Offset aiming circle • No DG from vessel by helicopter • Helideck net to be fitted NCS • Helideck net to be fitted UKCS if windspeed above 30kts. • HMS Rev.9B + Lights fitted	150° Superstructure and antennas 5,2m aft of SLA Misc Circle and H lights not fitted
Deepsea Aberdeen	20.8	13t	1			Semi-Sub • Due to turbulence from structure & derrick: - No restriction - Table 2 - Nil Landings Turbulence reports required for ALL turbulent sector approaches • Table 1(T) if overflight of fwd foam monitor platform is unavoidable • Approved friction surface - net fitted for Norwegian ops	150° Wheelhouse walkway on fwd/port corner of Bridge infringes 2nd sector of LOS - painted in obstruction colours 5:1 Port access platform 2.85m from SLA, Fwd access platform 4.40m from SLA, Aft access platform 4.60m from SLA. Port flare boom may infringe sector if deployed
Deepsea Atlantic	21.4	13.0	1			Semi Submersible rig • Daylight only - Not mandatory in Norway • Due to turbulence from structure & derrick: - No restriction - Table 2 - Nil Landings Turbulence reports required for ALL turbulent sector approaches • Table 1 (T) to be used if overflight of port forward access platform unavoidable • Possible hot emissions turbulence from turbine exhausts starboard and aft relative to the helideck.	210° Marginal infringement by control room walkway and railings 150° Walkway and railings on port side of control room 3m adl 5:1 Port forward access platform Port flare boom - when deployed Misc Circle + H Lights not fitted No start unit



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Deepsea Bollsta	22.8	16.0	1			Semi Sub • Stable deck conditions (1° Pitch/roll & 2m heave) Cap 437 compliant areas • Table (1) to be applied if overflight of 5:1 infringement unavoidable • Possible turbulence from clad derrick Turbulence reports requested to assess above	Sig 5:1 • Access platforms; Walkways & Lifeboats Stbd side infringe sector. Misc • Windsock may be affected by clad Derrick. Additional windsock fitted to port crane • Cap 437 Rev 9B non-compliant
Deepsea Mira	22,8	16,0	1	135 – 180 rel to rig hdg	>30kts	Semi Submersible drilling rig • Helideck port forward corner • Daylight operations only - UK Waters and UK Reg Aircraft • Table 2(T&L) due to turbulence from clad derrick. • Use Table 1(T) if overflight of forward monitor platform unavoidable • No start unit, caution if shutting down • Helideck net to be fitted for operations NCS. • HMS rev9b Software -dispensation for Atex lights until 30.06.2023 • Insufficient friction - 30kts wind limitations apply (Unless net fitted)	5:1 Forward foam monitor platform Misc Circle & H lights not fitted HMS Repeater lights not fitted
Deepsea Nordkapp	22.8	14.6	1	Rel to deck hdg 135-225 135-225	25-35kts >35kts	Semi sub • All types – Table 2 (L&T) – Derrick structure • No Operations • Table 1(T) if overflight of 5:1 infringements unavoidable (n/a NCS) • Infringement 150° sector marked with obstruction colours. • HMS rev9b not fitted - stable deck (UK waters and UK reg aircraft) • HMS connected to red flashing statuslights - repeaterlight function NCS.	150° 2 x posts for HC / Gas detectors on gangway railings stbd side in LOS. 6m from SLA at 1.86m ADL and 6.7m from SLA at 1.21m ADL. Sig 5:1 Fwd access platfomr extends 3m from SLA (Not applicable NCS) Misc Non-approved friction surface - net fitted for all ops NCS



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Deepsea Stavanger	20,8	13.0	1			Semi Sub •Table 1(T) if overflight of 5:1 infringements unavoidable •All types – Table 2 (L&T) – Derrick structure •Infringement 150°sector marked with obstruction colours. •No Landings – Norway & South Africa exempt •Daylight operations only - UK Waters and UK reg Aircraft •HMS rev 9.2NO fitted - not compliant with UKCS requirements. Stable deck conditions - UK Waters and UK reg Aircraft •HMS connected to red flashing lights- Norwegian HMS repeater lights.	150° Bridge structure 6.2m from SLA, 3,25m ADL - marginally infringe LOS. 5:1 Forward access platform extends 3.5m from SLA Port flare boom may infringe sector when extended Misc Circle and H lights not fitted Non approved friction surface Offset aiming circle
Dina Star	20.9	12.8	3	115-170 rel. to rig hdg All => 30Knots		MSV - Bow helideck •Cat 3 – Day Ops only when vessel into wind •Cat 2 - Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops •HMS Rev.9B + Lights fitted •TD/PM+H Lights inoperative - Daylight Only (Temporary) •Friction test valid to 09.08.2024 - no net required. •Norway only:Helideck net to be fitted during flight operations.	210° Antennas-stbd and port access platforms 2,9m from SLA, 35cm ADL. Norway only: Handrails 25cm ADL - stbd and port access platforms 150° Obstructions on bridge roof protrudes LOS sector 2: Radio antenna 3.45m from SLA approximately 5m ADL GPS Antennas / poles 4.25m from SLA, 2.2m ADL port and stbd side 5:1 Search light on forward deck edge marginally extend into sector. 2.7m from SLA approximately 1m below helideck level. Misc Norway only: Dual agent not fitted.
Edda Boreas	20.9	12.6	3				
Edda Fauna	20.8	12.8	3			Subsea IMR - •CAT 3 Bow Helideck – Day Ops only when vessel into wind •CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops •Daylight operations only UK Waters and UK reg Aircraft •Table 1 (T) if overflight of 5:1 infringements unavoidable •HMS Rev.9B + Lights fitted •Helideck net fitted for flight operations in Norway.	210° 2 hatch handles 60mm ADL - both handles painted red: 1 hatch handle aft center - 2.6m outside of aiming circle. 1 hatch forward and starboard side - 0,7m outside of aiming circle. 5:1 Bow area forward of perimeter line. 2.9m from SLA at maximum, including perimeter net edge Misc Circle and H lights not fitted Norway only: Dual Agent not fitted.
Edda Fides	27.7	12.8	1			Accommodation vessel - Cat 1 Stern deck •Nil	



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Edda Fjord	19.5	9.3	3			MPSV – Multi Purpose Support Vessel • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight Operations Only due to lack of TD/PM+H lights • HMS Rev.9B + Lights fitted • Prohibited landing heading sector $\pm 22^\circ$ relative to vessel heading due to handrail and bridge structure • Offset aiming circle due to handrail and bridge structure • No DG uplifted from vessel by helicopter • Approved for EC225 (11t)	210° Marginal infringement by railings port and starboard 150° Handrail in front of bridge, and bridge structure 6m from SLA Misc Circle and H lights not fitted No trained DG by Air Shipper onboard
Edda Flora	20.8	12.8	3		8	MSV • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only (UK waters & UK reg aircraft) • DIFFS fitted - Landing net not recommended • HMS Rev.9B + Lights fitted • No DGs to be uplifted • Valid friction test until 24.02.2024	Misc Circle and H lights not fitted with NCS requirement (Dual Agent not fitted). FiFi not compliant
Edda Freya	22.8	16	3			OSCV – Offshore Support & Construction Vessel • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • No DG uplifted from vessel by helicopter • HMS Rev.9B + repeater lights fitted	Misc Circle & H lights not fitted
Edda Mistral	17.5	6.8	3			Service Operating Vessel - Cat 3 Bow deck • Daylight Operations Only - Circle & H lights not fitted • Table 1(T) if overflight of 5:1 obstructions unavoidable • DIFFS Fitted • Approved Friction Surface • HMS Rev.9B + lights fitted	5:1 Port & Starboard aft access platforms Misc .



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Edda Savanah	20,9	12,8	3			MSV • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only (UK waters & UK reg aircraft) • HMS Rev.9b + Lights fitted • Friction test valid to 21.04.2025 - no net required. • Helideck net must be fitted during flight operations in Norway.	Misc Circle and H lights not fitted. fitted - Norway only. Dual Agent not
Edda Sphynx	20,9 0m	12,8	3		>30kts	MSV • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only (UK waters & UK reg aircraft) • HMS Rev.9b + Lights fitted • No valid friction test - 30kts wind limitation applies. • Helideck net must be fitted during flight ops in Norway (no wind limit)	Misc Circle and H lights not fitted. Dual Agent not fitted - Norway only
EDT Protea	19	9,3	3			Multi-Purpose Survey Vessel • Daylight operations only - Cat 3 bow mounted helideck • HMS rev9b + repeater lights fitted. • Friction Surface satisfactory • Helideck net to be fitted for flight operations in Norwegian waters.	Misc TD/PM & H lights not fitted
Ensco 120	22,2	12,8	1			Jack up • Approved friction surface - net fitted. • Stable deck conditions to apply whilst on tow i.e. maximum of 1 pitch & roll and 2m heave	Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ensco 92	22.2	9.3	1			Jack Up (MODU) • Stable deck conditions to apply whilst on tow i.e. maximum of 1 pitch & roll and 2m heave • Aiming Circle Offset due to LOS infringements • Cleared for S92 (11.9t)	150° Fuel hose & baggage cabinets, hand rail, extinguishers and windsock Infringe first sector Misc Electronic pitch, roll and heave measuring equipment not available on site
Erda	20.8	12.8	1			Jack Up • Stable deck conditions to apply whilst on tow i.e. maximum of 1 pitch & roll and 2m heave	210° Leg housings are minor infringements forward and aft of platform Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site
Fairplayer	22.2	12.8	3			Heavy Lift Vessel - Bow deck Daylight Ops Only due to lack of TD/PM + H Lights Approved friction surface no net HMS Rev.9B & lights fitted	Misc No TD/PM + H Lights
Floatel Endurance	22.8	15.6	1			Semi Sub – Floatel •Table 1 (T) if overflight of aft access platform is unavoidable •Daylight Operations Only – N/A for NCS •Helideck net to be fitted •Safe Deck construction •“Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS”	5:1 Aft access platform railings 2,6m from SLA Misc Circle & H lighting not fitted
Floatel Superior	27.4	14,6	1		>30kts	Floatel •Daylight operations only - UK Waters and UK reg Aircraft. •Observe turbulence sectors when coupled to a main platform •HMS rev9b + repeater lights not fitted. -Stable deck conditions for UK Waters and UK reg Aircraft • HMS rev 9.2NO fitted with red flashing HMS repeater lights. •Caution if shutting down on the Floatel - no start unit. •No operations - insufficient friction.(Not applicale in Norway) •Helideck net should be used only in Norway (DIFFS fitted).	Misc Circle and H lights not fitted No starter unit on board



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Floatel Victory	22.8	15.6	1			Semi-sub • Table 1(T) is overflight of 5:1 infringements unavoidable • Possible turbulence when rig is alongside a platform. Turbulence reports requested • "Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS" • Approved friction surface - no net • DIFFS fitted	210° 2 Large Satdomes on edge of 210° sector 5:1 Main deck forward on port & starboard sides Misc HMS Rev.9B not fitted
Frida Knutsen	26.1	12.8	1			Tanker - Amidships helideck port • Table 1(T) to be applied if overflight of 5:1 infringements • Stable deck conditions (1° Pitch/roll & 2m heave Cap 437 compliant areas) • No Dgs from vessel	Sig 5:1 • Main deck and walkway port and starboard side of helideck Misc Rev 9b non compliant No qualified shipper packer No dual agent fitted (Norway)
Fugro Synergy	21	12	3		+30Kts	Light Drillship • Daylight operations only - Circle & "H" lights not fitted • No Helicopter operations (no friction test) • Cat 3 - Bow deck • Stable deck conditions : 1 ° Pitch & roll and 2m heave - Non compliant HMS. Applicable whilst operating on UK continental shelf and for UK registered helicopters	210° Corner of handrails adjacent to windsock - approximately 600mm adl Misc DIFFS fitted - no landing net in UKCS
GMS Endeavour 6102	22.2	12.8	1			• Self propelled Jack up • Crane must be raised for helicopter operations	5:1 Access point starboard forward 2.3m from SLA and Vessel structure port side
Grand Canyon III	20.8	12.8	3			Offshore Construction vessel - Cat 3 Bow deck • Daylight ops only due to TD/PM+H Lights missing • DGs not to be uplifted from this vessel • HMS Rev.9B + Lights fitted	150° Fire-main pipe marginally infringes first sector of the LOS 5:1 Main deck aft (port and starboard sides) of helideck Misc Circle + H lights not fitted No trained DGbA shipper on board



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Haeva	22.2	12.8	1			Jack-Up • Stable deck conditions to apply whilst on tow i.e. maximum of 1 degree pitch & roll and 2m heave	210° Handrails on forward port & starboard legs marginally infringe sector 150° Second sector of LOS marginally infringed by accommodation Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site
Haven	20.8	15.0	1		8	Jack Up Accommodation Rig • Table 1(T) to be used if overflight of forward access platform is unavoidable • Daylight operations only (Norway and Denmark exempt)	150° Access handrail marginal infringement at 400mm adl, 2.5m from SLA - Access handrail marginal infringement at 400mm adl, 2.5m from SLA - marked in obstruction colours Railings on top of Helideck Control Centre marginal infringement 3m ADL, 6m from SLA - marked in obstruction colours Sig 5:1 Forward access platform 3.6m from SLA Misc Circle and H lights not fitted No DGs to be uplifted from rig by helicopter
Havila Phoenix	21.0	12.8	3			Support & Construction Vessel (OSCV) • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • HMS rev 8c in use -Stable deck conditions - UKCS and UK Aircraft. • Table 1(T) if overflight of 5:1 items is unavoidable • Friction test valid to 28 February 2025 • Helideck net to be used all times for operations NCS	210° Lip on deck edge port and stbd side - fwd part of helideck. 310mm ADL, 1.4m from SLA at the closest point. 5:1 Perimeter net forward / bow is approximately 3.7m from SLA Misc Audio and Video recording not fitted - NCS Dual Agent not fitted - NCS HMS rev 9b and Repeater lights not fitted
Havila Subsea	20.8	12.8	3		8	MSV - Multi Support Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only (UK Water and UK Reg Aircraft) • HMS rev 9b + repeater lights fitted. • Approved Friction Surface (Except NCS). • Helideck net to be fitted for flight operations in Norwegian waters.	Misc Circle and H Lights not fitted NCS Dual Agent not fitted -



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Havila Troll	20.9	13	2			Multi Field Standby Vessel •Table 1(T) if overflight of aft deck area unavoidable •Offset aiming circle •Daylight ops only (No circle & H lights UKCS) •30 knot wind limitation for operations in UKCS •Helideck net to be fitted during flight operations NCS	150° Stairs access structure fwd of helideck infringes sector, painted in obstruction colours Sig 5:1 Aft main deck area infringes sector 5:1 Port & stbd aft corners of helideck are minor infringements of sector Misc Dual Agent not fitted - NCS HMS non-compliant - needs upgrade HMS
Heather Knutsen	22.8	14.3	1		+30Kts	Tanker •Daylight operations only - TDPM & H lighting not fitted •No helicopter operations – No friction test •Table 1(T) if overflight of 5:1 items are unavoidable •Mandatory Radar Approach •Stable deck conditions - Maximum of 1° Pitch & Roll and 2m heave • 2 x 150 deg LOS	150° The crane is approximately 4.5m ADL, 18.5m from the SLA, Starboard side Sig 5:1 Main deck on the port side of helideck infringes sector Misc Non compliant Met system, No friction test
Hercules	21.3 6	12.8	1	130 -230 rel. To rig hdg	0 - 30 kts 21 - 44 kts 45 plus kts	Semi submersible rig •Table 1(T) if overflight of forward port fire monitor platform unavoidable •No restrictions •All types- Table 2 (L&T) – derrick and superstructure •No Operations •No start unit, caution if shutting down •Stable deck conditions (1° Pitch/roll & 2m heave)for UK Waters and UK reg Aircraft. (HMS not compliant with CAP437). •Friction test valid to 13.04.2025 - No net required. •Norway only: Helideck to be fitted at all times. •HMS rev 9.2NO with red flashing repeater lights fitted.	210° Norway only: Access handrails 250mm ADL when folded. 150° Bridge structure 6m high at 6m marked in obstruction colours Sig 5:1 Port forward fire monitor and access platform, extends 3.3m from SLA.
Hilda Knutsen	20.8	12.8	1 8			Shuttle Tanker •Amidships helideck, port side •Table 1(T) to be applied if overflight of 5:1 item is unavoidable •Daylight operations only (UK sector) •Stable conditions for landing - +/- 1° pitch & roll, max 2m heave (UK sector) •HMS connected to Norwegian HMS Repeater lights - red flashing.	5:1 Decking on starboard side of helideck Misc Circle & H lights not fitted Heated helideck Helideck net installed



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Horizon Star	20.9	12.8	3		30+	MPSV Daylight operations only - Circle & "H" lights not fitted No helicopter operations - friction surface	
Ingrid Knutsen	20.8	12.8	1		+30Kts	Tanker with amidships deck port side • Table 1(T) if overflight of 5:1 items are unavoidable • 2 x 150 LOS • No helicopter operations, no friction test completed. (UK Sector) • Daylight ops only (UK Waters and UK reg aircraft) • Stable deck conditions (1° Pitch/roll & 2m heave due to non-compliant HMS (UK Waters and UK Reg Aircraft) • HMS connected to Norwegian HMS Repeater lights - red flashing.	5:1 Main decking forward, aft and starboard of helideck Misc Circle and H lights not fitted Norway only: Dual Agent not fitted.
Innovation	21	12.8	1			Wind turbine Installation Vessel – Jack Up • Table 1 (T) if overflight of 5:1 items is unavoidable. • Frictape Netlights fitted	5:1 Access & deck structures aft Access & deck structure starboard + luffing wires of crane when in rest
Island Constructor	22.8	14.6	3			Well Intervention Vessel • CAT 3 Bow Helideck - Day Ops only when vessel into wind. • CAT 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on starboard quarter for night ops. • Daylight operations only (UK waters & UK reg aircraft) • Possible turbulence from turbine exhaust • Prohibited landing sector +/- 45° of helideck hdg. - LOS obstructions. • Approved friction surface - net not required outside NCS • DIFFS fitted - Landing net not recommended (outside NCS). • HMS not Rev 9B compliant - *stable deck conditions in UKCS*	150° Sat Domes 5.1m from SLA at 3.7m from ADL – top of bulkhead. Exhaust and railings 3.3m from SLA at 2.6m ADL – top of bulkhead. Misc Circle and H lights not fitted HMS Rev.9B not fitted HMS Repeater lights fitted ref BSL D5-1 §39 (Norwegian waters)



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Island Crown	20.8	12.8	2			OSVS – Offshore Service Vessel Supply •Cat 2 Amidships mounted helideck •Table 1(T) if overflight of aft decking and W2W gangway system is unavoidable •Stable conditions only UKCS +/- 1° pitch and roll, max heave 2m	Sig 5:1 Main deck area aft of helideck, including W2W gangway system and crane pedestal Misc Possible turbulence from turbine exhausts port forward of helideck HMS repeater lights not installed
Island Innovator	22.2	12.8	1	110-200° rel to rig hdg	0-35 36-44 45 +	Semi Submersible – Mobile Drilling Unit • Table 1(T) if overflight of port forward monitor platform unavoidable • Due to turbulence from Superstructure & Clad derrick - No restriction - Table 2 - Nil landings Turbulence reports to be submitted for all types • No start unit, caution if shutting down • HMS rev9b software - dispensation for Atex lights until 30.06.2023 • Helideck net to be fitted. If removed max wind 30 kts - UKCS	210° Marginal infringement by forward lifeboat frame Sig 5:1 Forward monitor platform Misc Friction less than 0,65 inside aiming circle
Jasmine Knutsen	22.8	14.3	1			Tanker • Daylight operations only - TDPM & H lighting not fitted • Table 1(T) if overflight of 5:1 items is unavoidable • Mandatory Radar Approach • Stable deck conditions - Maximum of 1° Pitch & Roll and 2m heave • 2 x 150 deg LOS	210° The crane is approximately 4.5m ADL, 17.10m from the SLA, Starboard side Sig 5:1 Main deck on the port side of helideck infringes sector Misc Non-compliant Met system
Joides Resolution	20	9.3	2			Geological research drillship - Category 2 stern mounted helideck • Daylight operations only due to lack of TD/PM+H lights • HMS rev.9B / lights not fitted - Stable deck conditions (1° Pitch/roll & 2m heave) • Approved friction surface • No DGs to be shipped from vessel	150° Foam monitors 1.33m from SLA @ 1.75m adlf Funnel casings port and starboard 3.1m from SLA @ 2.55m adlf Generator housing 3.1m from SLA @ 3.8m adlf Misc Anchor light must be lowered before helicopter operations NCS non - compliance for dual agent and CO2 extinguishers UKCS non - compliance re. CAP437 Appendix K



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Leonardo da Vinci	26,1	16,0	3			Cable Laying Vessel •Table 1(T) to be used if overflight of forward access platform unavoidable •No rev.9B HMS or repeater lights fitted. Stable conditions only, +/- 1° pitch& roll, max 2m heave (UKCS only) •No DG uplifted from vessel by helicopter	5:1 Forward access platform and search lights extend 3.9m from SLA Misc HMS repeater lights not installed
Les Alizes	22.8	14.6	1			Heavy lift vessel • Stable deck conditions (1° Pitch/roll & 2m heave) - non compliant HMS	
Linus	22.8	14.6	1	200-230	All	Jack up (MODU) •Possible turbulence from leg and derrick structures • Daylight Operations only (UK waters and UK reg aircraft) •Stable deck conditions to apply whilst on the move: = 1 Deg Pitch & roll 2m heave- Applicable whilst operating on UK continental shelf & for UK registered helicopters • No start unit onboard - caution if shutting down	Misc Circle & "H" lights not fitted
Living Stone	22.8 m	15.0	3			Cable installation & multipurpose vessel - Cat 3 Bow deck • Table 1(t) if overflight of 5:1 items is unavoidable • Safe deck with DIFFS • Approved friction surface • DG's not to be shipped from this vessel •HMS Rev 9B + Lights fitted	5:1 Port & stbd access points 4.8m, forward access point 3.1m from SLA Misc No trained DG Shipper on board



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Maersk Connector	20.9	12.8	3		0-30 31+	<ul style="list-style-type: none"> • Cable Laying Vessel with bow helideck - Cat 3 - Daylight operations only - Cat 2 - Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • HMS Rev.9B + Lights fitted • Daylight operations only on UKCS due to lack of TD/PM+H Lights • Table 1 (t) if overflight of 5:1 items is unavoidable • DIFFS Fitted • Due to poor friction surface: <ul style="list-style-type: none"> - No Restrictions - No Landings • No Dangerous Goods to be uplifted 	Sig 5:1 Access points port and Starboard aft Misc Circle + H Lights not fitted No recent Friction Test No trained DGbA shipper available
Maersk Discoverer	22.8	15.0	1			<ul style="list-style-type: none"> • Semi-Sub • Daylight Operations only (UK waters only) - Circle & "H" lights not fitted • Table 1(T) if overflight of port aft or fwd access unavoidable on take off • Possible turbulence due to solid structure at base of derrick and flare stack port side Turbulence reports requested • No fuel available • Stable deck conditions (1° Pitch/roll & 2m heave) HMS repeater lights not fitted (UK Waters) 	210° Foam monitor handles approx 400mm adl if left raised 5:1 Port aft and fwd access Various deck structures below helideck, port. starboard aft of helideck to include lifeboat station starboard side below helideck Misc No circle and H lights fitted Fuel system out of commission
Maersk Forza	22.2	12.8	3			Cat 3 Vessel (MSV) <ul style="list-style-type: none"> • Daylight operations only - No TDPM & H lighting (Norway exempt) • No Dangerous Goods to be uplifted from vessel • HMS Rev.9B & lights fitted 	Misc No Circle and H Lighting Fitted.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Maersk Implementer	22.2	12.6	3			<ul style="list-style-type: none"> Subsea Support Vessel - Bow deck Cat 3 - Daylight operations only Table 1 (T) if overflight of Port, Stbd, or Fwd access platforms is required Approved Friction Surface - no net No Dangerous Goods to be uplifted by air HMS Rev 9c fitted inc deck repeater lights 	5:1 Port & Stbd access platforms 2.8m from edge of SLA. Navigation lights on forward access 3m from edge of SLA. Misc No Circle/H lights fitted. No trained DGbA shipper available
Maersk Installer	22.2	12.6	3			MSV - Subsea Support Vessel - Bow deck - Cat 3 - Daylight operations only - Cat 2 - Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight ops only due to lack of TD/PM+H lights • Table 1 (T) if overflight of Port, Stbd, or Fwd access platforms is required • HMS rev.9B + repeater lights installed • Approved friction surface - no net • No Dangerous Goods to be uplifted	5:1 Foam monitor platforms infringe sector approx. 3m from edge of SLA. Nav lights on forward access approx. 4m from edge of SLA. Misc No Circle/H lights fitted. No trained DGbA shipper on board
Maersk Intrepid	22.8	15.6	F		>30 kts	Jack Up (MODU) • Stable deck conditions to apply whilst on the move: = 1 Deg Pitch & roll 2m heave- Applicable whilst operating on UK continental shelf & for GB registered helicopters • Table 1(T) if overflight of forward monitor and access platform unavoidable • Marginal obstructions in and close to 150° LOS painted in black-yellow tiger stripes • Possible turbulence with wind through forward leg • Check height of helideck, installation and highest obstacle within 5nm for each new location	150° Vent structure aft of helideck - marginal infringement Folding railings on structure aft of helideck - obstruction if raised 5:1 Forward foam monitor and access platform Misc No approved friction surface (outwith Norwegian waters) No net fitted Circle/H lights not fitted - daylight only limitation outside Norway



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Maersk Inventor	22.2	12.6	3			Subsea Support Vessel - bow deck • Cat 3 - Daylight operations only Cat 2 - Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only due to lack of TD/PM+H Lights	5:1 Navigation lights on forward access 3m from edge of SLA Misc Circle/H lights not fitted HMS rev. 9b fitted
Maersk Resilient	22.8	15.6	1			Jack Up • Table 1(T) if overflight of Forward monitor platform is unavoidable • Approved friction surface.	5:1 Forward Foam Monitor Platform extends 3m from SLA out to NDB aerals.
Maersk Resolve	22.8	15.6	1			Jack up vessel • Table 1(t) applies if overflight of 5:1 items is unavoidable • Stable deck conditions to apply whilst on the move i.e. maximum of 1 pitch & roll and 2m heave	5:1 Port and starboard access points aft of helideck
Main pass 1	21.4	9.3	0			Jack up • Stable deck conditions to apply whilst on tow i.e. maximum of 1 deg pitch & roll and 2m heave	Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site No D/G to be moved by air
MMA Pinnacle	20.8	12.6	3			DSV - Bow deck • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Approved friction surface - no net • TD/PM+H Lights fitted • HMS Rev.9B + lights fitted	Nil



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
MPV Everest	25.4	12.6	3			DSV Cat 3 bow helideck - Cat 3 - Daylight operations only - Cat 2 - Night Ops permitted with wind in sector Starboard Quarter to aft • Circle & H lights fitted • Stable deck conditions (1° Pitch/roll & 2m heave) for operations in UK continental shelf or by UK registered helicopters - HMS rev. 9B and repeater lights not fitted • Approved friction surface	Misc No DGs to be shipped from this vessel
NKT Victoria	20.8	12.8	3		8	Cable Laying Vessel - Cat 3 Bow deck Note: Cat 3 vessels operating with the helideck downwind are automatically upgraded to Cat 2. • Daylight operation only (UK Waters and UK Reg Aircraft). • Table 1(T) if take off directly over bow unavoidable • HMS Rev.9B + Lights fitted • Approved friction surface (Net required NCS only).	5:1 Forward tip of bow Misc Circle and H lights fitted not fitted
Noble Hans Deul	22.2	9.3	1			Jack Up • Table 1(T) if overflight of 5:1 items is unavoidable. • Due to turbulence from wheelhouse and engine exhaust: - No restrictions - Table 2 - No Landings • Stable deck conditions to apply whilst on tow, i.e. maximum of 1 degree pitch & roll and 2m heave non compliant HMS • No Planned shutdowns only 6 tie down points available • Cleared for S92 (12.0t)	150° Emergency generator room corner, Aiming Circle offset to mitigate. 5:1 Port, Starboard and forward foam monitor platforms
Noble Innovator	22.8	14.6	1			Jack Up (MODU) • Due to Turbulence from derrick & superstructure: - No Restriction - Table 2 (T&L) - No Landings Turbulence Reports to be submitted • Aiming circle offset due to Ventilation unit in LOS • Stable deck criteria to apply for operation whilst under tow i.e. Pitch & Roll maximum 1°, Heave 0.4m/s	150° Ventilation control unit, crane support and guardrail frame unit 2.1m from SLA - marked in obstruction colours Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site. Approved friction surface -No net



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Noble Integrator	22,8	15.6	1			Jack Up (MODU) <ul style="list-style-type: none"> • Table 1(T) if overflight of 5:1 infringements unavoidable • Marginal obstructions close to 150° LOS painted in black-yellow tiger stripes • Possible turbulence with wind through forward leg • Daylight ops only (UK sector) - Circle & "H" light not fitted 	150° Marginal obstruction Vent trunking 250mm overheight. 5:1 Forward monitor and access platform Misc Railings on Lift Shaft Housing to be lowered prior to heliops
Noble Invincible	22.8	15.6	1			Jack Up (MODU) <ul style="list-style-type: none"> • Table 1(T) if overflight of 5:1 items is unavoidable • Failed friction surface. 30 knot wind limitation for operations outside Norwegian waters. • Stable deck conditions to apply whilst on tow i.e. Maximum of 1 pitch & roll and 2m heave • Turbulence reports requested 	5:1 Forward monitor and access platform, 3m from SLA. Not applicable in NCS Misc UKCS non - compliances regards CAP 437 appendix K
Noble Lloyd Noble	22.8	15.6	1 3			Jack up (MODU) <ul style="list-style-type: none"> • Stable conditions only when in transit (+/- 1° pitch & roll, max 2m heave) Non-compliant HMS and no HMS repeater lights. • Norway: No operations when in transit - no HMS repeater lights. • Windwall port side painted black & yellow obstruction colours • Friction test expired - outside Norway a 30kts wind limitation applies. 	210° Marginal infringements at port and starboard borders of OFS - Aft of helideck 4,1m from SLA and 25cm ADL. Norway only: Foldable handrails at access platforms 150mm ADL.
Noble Sam Hartley	22.8	14.6	F			Jack-up <ul style="list-style-type: none"> • Turbulence Reports to be submitted 	Misc No automated PRH measuring equipment - stable deck conditions - maximum of 1° pitch & roll and 2m heave - will be applied to deck when under tow
Normand Cutter	19.5	9.3	3			Ship <ul style="list-style-type: none"> • Daylight operations only • No DGs from vessel • HMS Rev.9B + lights fitted 	Misc No Circle and H lights fitted No qualified shipper / packer



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Fortress	20.9	12.8	3		>30kts	DSV - Bow mounted helideck • Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night ops • Daylight operations only UK Waters and UK reg Aircraft. • No operations above 30kts - no valid friction test. • Helideck net to be used during flight operations in Norwegian waters. • HMS Rev.9B + Lights fitted	210° Foldable handrails 25cm ADL at stbd and port accesses aft of helideck. Misc Circle and H lights not fitted Dual Agent not fitted.
Normand Frontier	20.9	16	3		0-30Kts 31+	Offshore Support & Construction Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • No restriction • No helicopter operations - non valid friction test. Note: Wind limitations not applicable when helideck net fitted. • Landing Net fitted NCS - 30kts wind limitation not applicable. • Table 1(T) if overflight of 5:1 infringements unavoidable • DIFFS fitted • HMS rev9B + lights fitted.	5:1 Forward access platform Misc TD/PM+H Lights not fitted DIFFS compromised due to helideck net Dual Agent FiFI equipment not fitted - NCS requirement.
Normand Installer	19.5	9.3	3			MSV • Cat 3 Bow Helideck – Daylight Ops only • Approved Friction Surface - No Net • Stable conditions for landing - +/- 1° pitch & roll, max 2m heave (UK sector)	Misc No Circle/H lights fitted No DGs to be shipped from this vessel HMS repeater lights not fitted
Normand Jarl	22.2	12,8	3		+30Kts	Offshore Construction Vessel • Table 1(T) if overflight 5:1 Infringements is unavoidable • No Helicopter operations • Daylight operations only	5:1 Radar antenna 1.5m below fwd edge of perimeter net infringes sector Misc friction levels inside TDPM .64mu fitted helicopter
							No Circle and H Lights No DG from vessel by helicopter



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Jarstein	26.1	16	3		30>	OSCV – Offshore Support & Construction Vessel - Cat 3 bow mounted helideck • Daylight ops only – Circle and H lights not fitted • No helicopter operations (Not applicable for Norway) • Approved for AW101 outside Norway • No DGs from vessel • HMS Rev.9B + lights fitted	Misc Circle and H lights not fitted Helideck friction <0,65 No qualified shipper / packer
Normand Maximus	20.8	15.8	3		8	Subsea Construction vessel • Cat 3 Bow Helideck - Day Ops only when vessel into wind. • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night ops. • Daylight operations only in UKCS due to lack of TD/PM+H Lights • Approved Friction Surface - No landing net. (Net to be fitted NCS) • HMS Rev.9B+Lights not fitted - stable deck conditions UK Waters and UK Reg Aircraft (1° Pitch/roll & 2m heave)	Misc Circle and H lights not fitted fitted (Norway FiFi requirement) Repeater lights not fitted - Norway non-compliance. <div>Dual Agent not HMS</div>
Normand Mermaid	19.5	9.3	3		>30 kts	OSCV – Offshore Support & Construction Vessel • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • No helicopter operations due to poor friction. (Unless net fitted) • Daylight operations only - TD/PM+H lights not fitted • HMS Rev.9B + Lights fitted. • Landing net fitted	Misc Circle and H lights not fitted 0,65 compliant with NCS requirement (Dual Agent not fitted). <div>Friction < FiFi not</div>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Navigator	20.8	15.0	3			Offshore Construction Vessel (OCV) - Bow helideck Cat 3 – Day Ops only when vessel into wind Cat 2 - Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Caution when approaching from astern, whip aerials outboard of Sat domes • Table 1 (T) if overflight of the lower bow section unavoidable • Approved friction surface - no landing net. • DIFFS fitted • HMS Repeater lights fitted	5:1 Lower bow section Misc Whip Aerials adjacent sat domes Port and Stbd sides of Bridge Circle + H lights not fitted
Normand Pacific	20.8	12.8	3			Offshore Construction Vessel • Cat 3 - Bow deck • Daylight ops only • 30 knot wind speed limit if no landing net fitted (Cap 437 compliant areas) • No Dual agent (Norway) • No DGs from vessel	150° Foam feed pipe in first sector of LOS - marginal infringements 5:1 Deck aft - Port & Stbd Misc Circle and H lights not fitted HMS rev9b + repeater lights fitted. Low friction reading circle and H No qualified shipper packer
Normand Prosper	20.9	12.8	3		0-30 31+	AHTS - Anchor Handling Tug Supply Vessel - CAT 3 bow deck • Daylight ops only due to lack of TD/PM+H lighting • HMS Rev.9B + lights fitted • No restriction - no landings due to insufficient friction • DIFFS fitted	5:1 Port & stbd access platforms infringe sector Misc No Circle/H lights fitted
Normand Samson	22.2	12.8	3			OSV – Offshore Support Vessel - Cat 3 bow mounted deck • Daylight operations only (UK Only) • HMS rev. 9B and lights fitted • Approved friction surface	Misc Circle and H lights not fitted Vessel will be in contact if UKCS operations are planned to ensure Appendix K compliance NCS non - compliance for dual agent and CO2 extinguishers



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Sentinel	26.1	15	3			<ul style="list-style-type: none"> • Table 1 (T) if overflight of the lower bow section unavoidable • No Approaches from Port & Stbd Sides aft due to aerals • Daylight ops only • Stable deck conditions (1° Pitch/roll & 2m heave) Cap 437 compliant waters • 30 Knot windspeed limit insufficient friction surface • No Dgs from vessel • No dual agent (Norway) 	Misc No circle and H lights No qualified shipper packer
Normand Subsea	22.2	12.8	3	• All	• >30kts	MSV - Bow deck • No Landings • Table 1 (T) if overflight of deck area at Port & Stbd aft corners of helideck is unavoidable. • Daylight ops only • Approved HMS Rev.9B + lights fitted	5:1 Deck area at Port & Stbd aft corners of helideck Misc No circle and h lights fitted Non approved friction surface - Net fitted
Normand Superior	20.8	15,0	3			OSCV – Offshore Support & Construction Vessel - Cat 3 Bow Helideck Note. Cat 3 vessels operation with the helideck downwind are automatically upgraded to Cat 2. • Daylight operations - UK Waters and UK Reg Aircraft. • HMS Rev.9B + Lights fitted • Approved friction surface (Net required NCS)	Misc Circle and H lights not fitted fitted - Norway only Dual agent not
Normand Tonjer	20.9	12.8	3			Seismic Vessel - Cat 3 Bow helideck Note: Cat 3 vessels operating with the helideck downwind are automatically upgraded to Cat 2. • Daylight Ops Only - UK Waters and UK Reg Aircraft • HMS Rev.9B + Lights fitted • Vallid friction test until 25.10.2023 (Net required Norwegian waters)	Misc Circle & H Lights not fitted Dual Agent not fitted - Norway only.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Vision	20.8	15	3			OSV – Offshore Support Vessel - Bow deck • Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night ops • Daylight operations in UKCS Only due to lack of TD/PM+H Lights • Approved friction surface (Net to be fitted for Norwegian operations) • Clearance in 150°LOS for D-23 (AW101) • HMS Rev.9B + Lights fitted	Misc Circle and H lights not fitted fitted (Norway) Dual Agent not
North Sea Atlantic	20.8	15	3			OSCV – Offshore Support & Construction Vessel • Cat 3 bow mounted helideck • Daylight operations only • HMS rev.9B + Lights fitted	Misc Circle and H light not fitted
North Sea Giant	20.8	12.8	3			MSV with Bow mounted helideck • Cat 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • HMS rev.9B + Lights fitted • Daylight operations on UKCS only due to lack of TD/PM+H lights • Due to poor friction: - No restrictions - No Landings • Landing net fitted • No DG from vessel by helicopter	Misc Circle and H lights not fitted No recent friction test completed No trained DGbA Shipper on board
Ocean BlackRhino	22.2	12.8	1			• Drillship • Table 1(T) if overflight of 5:1 infringements unavoidable • Stable deck conditions (1° Pitch/roll & 2m heave) for operations in UK continental shelf or by GB registered helicopters - HMS deck repeater lights not fitted	5:1 Deck structure on port & starboard sides of helideck



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ocean Endeavor	23	12.8	1			Semi-Sub • Table 1(T) if overflight of 5:1 infringements unavoidable • HMS Rev.9B fitted. CAA Dispensation repeater lights exp. 31/01/2024 *Certificate expiry 17/04/2025*	5:1 Main deck port helideck Misc HMS Repeater Lights not fitted
Ocean Greatwhite	22.8	14.6	1			Semi-Sub - Cat 1 • Approved Friction surface - No net • No helifuel until further notice	Misc HMS Rev.9B fitted - CAA Dispensation for Atex Lights
Ocean Patriot	21.0	12.8	1			• Semi-Sub • Table 1(T) if overflight of 5:1 infringements unavoidable • HMS Rev.9B fitted. CAA Dispensation for ATEX Lights • Approved Friction Surface - no net	5:1 Starboard winch house and access platform Port side life-boat station Misc HMS Repeater Lights Not fitted
Ocean Pearl	19.5	9.3	2			Seismic vessel - Cat 2 Midships helideck • Daylight ops only - Circle & "H" lights not fitted (UK Warers) • Stable deck conditions to apply : = 1 Deg Pitch & roll 2m heave- Applicable whilst operating on UK continental shelf & for GB registered helicopters (Non compliant HMS) • Take-off and landings over telecom mast, satellite domes and windsock aft of helideck to be avoided • Table 1(T&L) if overflight of main deck area aft unavoidable • Seismic Arrays - Deployed - Table 1(T&L) if overflight is necessary Stowed - No restriction	210° Telecom mast, satellite domes , windsock 4m adl, 32m aft of helideck 5:1 Main deck area aft of helideck Seismic arrays
Oceanic	22.8	15.6	3			MSV - Cat 3 - Bow deck • Daylight ops only - No circle and H lights fitted • Table 1(T) if overflight of deck areas in port/stbd aft quarters • HMS Rev.9B & lights fitted • No DGs from vessel	5:1 Main deck (port & stbd) aft of helideck due to circular SLA Misc TD/PM+H Lights not fitted No dual agent fitted (Norway) No qualified shipper packer



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Oceanic Champion	22.2	12.8	2		+30Kts	Seismic Vessel - Amidships helideck • Daylight operations only - UK Waters and UK reg Aircraft • No helicopter operations unless net fitted - insufficient friction. • Friction test valid to 27th July 2023 - average score 0.59mu. • Table 1(T) to be applied if overflight of aft deck unavoidable • Seismic arrays deployed - Table 1(T&L) regardless of overflight Stowed - Table 1(T) • Offset aiming circle due to LOS obstruction • HMS rev 8c - Stable deck conditions apply.	210° Norway only - handrails 250mm ADL at access platforms. 150° Mast with red warning light at Sat dome marginally protrudes LOS. Aft of helideck, port side: 6.4m from SLA - 5.0m ADL. 5:1 Main deck aft of helideck. Seismic booms & cable arrays (when deployed) Misc HMS repeater lights not fitted. Circle and H lights not fitted. Dual Agent not fitted - Norway only.
Oceanic Vega	20.8	12.8	3	8		Seismic vessel - Cat 3 bow mounted helideck • Daylight operations only. (UK waters only) • Seismic arrays: Deployed - Table 1(T & L) regardless of overflight Stowed - No limitation Whenever practical, avoid or minimize overflight of arrays • Stable Deck Conditions to apply for all operations (UK waters only) • DIFFS Fitted • Approved friction surface - no net • Dangerous Goods NOT to be uplifted from vessel.	150° Broadband com column protrudes 35cm above 0,05D at 0,12D from SLA Misc Circle and H lights not fitted No DGbA trained shipper available HMS Rev.8 fitted
Olympic Artemis	20,8	12,8	3	8		OSV – Offshore Support Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. (ICAO Heliport manual Doc 9261 edition 4 applies) Note: Ideally wind should be on Starboard Quarter for night Ops • Table 1(T) if overflight of bow radar unavoidable • Stable deck conditions only (+/-1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS • Approved friction profile, net not required • No DG from vessel by helicopter	5:1 Forward radar installation Misc Circle and H lights not fitted HMS Rev.9B + repeater lights not installed



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Olympic Challenger	20.9	12.8	3			OSV – Offshore Support Vessel • Cat 3 Bow Helideck Note: Cat 3 vessels operating downwind are upgraded to Cat 2. • Daylight operations only - UK Waters and UK Reg Aircraft • HMS rev 9b + repeater lights fitted. • Valid friction test - no net required outside Norway. • Helideck net to be fitted for flight operations in Norway.	210° Norway only: Handrails 250mm ADL at port/stbd access platforms. Misc Circle and H lights not fitted Agent not fitted. Norway only: Dual
Olympic Delta	20.8	12.8	3		8	OSV - Offshore Support Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Table 1(T) to be applied if overflight of fwd radar ant. unavoidable • HMS Rev.9B + Lights fitted • Daylight only - UK Waters and UK Aircraft (No Circle & H Lights) • Approved Friction Surface - no net (expect NCS). • Helideck net to be fitted for flight operations in Norwegian waters.	5:1 Radar antenna fwd of helideck at emg access platform: 1.5m from perimeter net edge. Total distance from SLA 3m. Misc Circle and H lights not fitted Agent not fitted Norway only - Dual
Olympic Taurus	20.9	12.8	3	All	0-30	OSV – Offshore Support Vessel • Cat 3 Bow Helideck • Day light Ops only - Circle & H lights not fitted • Table 1 (T) if overflight of forward Nav lights is unavoidable • No Restrictions • No DG to be uplifted from vessel • HMS Rev.9B & Lights fitted	150° Nav dome marginal infringement 2nd sector 5:1 Forward nav lights approximately 3.1m from SLA Misc Approved friction surface



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Olympic Triton	22.2	12.8	3			OSV - Offshore Support Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • No Circle & H Lights - Daylight ops only, UK waters and UK Aircraft. • HMS rev 9b + repeater lights fitted. • No start unit - caution if shutting down. • Approved high friction surface • Helideck net to be fitted during flight operations in Norwegian waters.	Misc Circle and H lights not fitted - NCS Dual Agent not
Orion	22.2	12.8	1			Self-propelled Heavy Lift Vessel • Table 1(T) if overflight of Fwd & Stbd access platforms is unavoidable • HMS Rev.9B & lights fitted • Approved high friction surface - no net • No DG's to be uplifted from this vessel	5:1 Forward and starboard foam monitor / access platforms infringe sector Misc No trained DGbA shipper on board.
Paul B Loyd Jnr	22.2	21.0	1	• • • 165-210 • rel rig hdg	• • • 0-30 • 31-40 • 41 plus	Semi Sub - Helideck forward centre Turbulence - the following restrictions apply: • No restriction • Table 2 • No Landings Turbulence Reports to be submitted • Table 1(T) if overflight of accommodation modules unavoidable • Frictape net lights fitted • HMS Rev.9B fitted - CAA Dispensation for ATEX Lights	Sig 5:1 Accommodation modules, starboard & port Misc HMS Repeater lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Peary Spirit	20.9	12.8	1			Tanker with amidships helideck on port side • Daylight ops only - Circle & "H" lights not fitted (UK waters Only) • Stable deck conditions 1° pitch / roll 2m heave • Table 1 (T&L) to be applied when over flight of decking on starboard side of helideck is unavoidable • 2 x 150 degree Limited Obstacle Sectors - Take offs & Landings permitted Port and Starboard • No DGs from vessel	5:1 Decking forward, aft and starboard of helideck Misc No CAA dispensation (HMS rev 9B) Approved friction surface no net
PGS Apollo	20.8 8	12.8	2			Seismic vessel • Table 1(T) if overflight of lights unavoidable • Seismic arrays deployed – Table 1 (T&L) regardless of overflight , Stowed – No limitation. Whenever practical, avoid or minimize overflight of arrays. • Daylight operations only • No DG from vessel by helicopter • Valid friction test - no net • HMS rev 9b + repeater lights not fitted - stable deck conditions (UK waters and UK reg aircraft).	Sig 5:1 Seismic boom and cable arrays (when deployed). Misc Circle and H lights not fitted Firefighting equipment not compliant with NCS requirements.
Pioneering Spirit	27.8	12.8	1			Heavy Lift Vessel • Daylight operations only UKCS - Circle & "H" lights not fitted • HMS Rev.9B & lights fitted • Table 1 (T&L) if overflight 5:1 infringements unavoidable.	210° The rear of the crane on the starboard side aft infringes sector, approximately 200m from the deck 5m adl 5:1 Access point, main deck and lifting arms forward Access point and main deck Aft Misc Crane booms may infringe 210 degree sector outside of planned
Polar Onyx	20.8 8	12.8	3		+30Kts	Offshore Construction Vessel - Cat 3 Bow deck • No helicopter operations - Friction test not completed • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS"	5:1 Access walkways Port and Starboard aft infringe sector, 3m from SLA Misc Friction surface not approved HMS Rev.9B not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Prospector 5	22.2	12.8	1			<ul style="list-style-type: none"> • Jack Up • Table 1(T) if overflight of 5:1 items unavoidable • Stable deck conditions to apply whilst on tow i.e. maximum of 1° pitch & roll and 2m heave • Circle & H lights fitted 	150° Emergency generator room aft, port corner (marginal infringement) 5:1 Port foam monitor platform Starboard foam monitor platform & deck structure below helideck on starboard side Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site.
Q7000	22.2	12.6	1			Semi Sub <ul style="list-style-type: none"> • Stable deck conditions (1 pitch & roll and 2m heave) Cap 437 compliant waters • No DGs from rig 	Misc Rev 9B non compliant Caution if shutting down no ground start unit available No qualified shipper / packer
Rainbow Spirit	20.8	14.6	1			Shuttle Tanker For operations in UK waters or with GB registered helicopters - stable deck conditions (1° Pitch/roll & 2m heave) - CAP 437 & UK CAA Safety Directive 2020/003 compliant lights not fitted Daylight ops only when operating in UKCS	210° Status lights & floodlights in excess of 150mm adl 5:1 Main deck forward, aft, and starboard Misc Frictape Netlights fitted
Ramform Atlas	26.1	16t	3		0-30 31+	Seismic Vessel - CAT 3 Bow deck <ul style="list-style-type: none"> • HMS Rev.9B + lights fitted • Daylight ops only due to lack of TD/PM+H lights • Unrestricted - No landings due to unsatisfactory friction surface • Foremast to be lowered prior to helicopter operations • Table 1 (T) if overflight of the forward bow section unavoidable • DIFFS fitted - no landing net 	210° Port & starboard sides of vessel at 0° and 210° may present a minor infringement Sig 5:1 Bow section forward Misc No Circle/H lights fitted Net should not be fitted over DIFFS



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ramform Hyperion	26.1	16.0	3			Seismic vessel - Bow deck • Daylight operations only due to lack of TD/PM+H lights • HMS rev.9B + Lights fitted • Table 1(T) if overflight of the forward bow section unavoidable • Seismic arrays - Stowed – no limitation. - Deployed - Table 1 (T&L) Whenever practical, avoid or minimize overflight of arrays • Foremast to be lowered prior to helicopter operations • Landing Net Fitted due to poor friction surface • DIFFS Fitted	Sig 5:1 Bow area forward of helideck Aprox 10 m forward & 0.5 - 1 m below SLA 5:1 Bow Section forward Misc Circle and H lights not fitted Friction score below minimum 0.65 required
Ramform Sovereign	26.2	14.6	2		+30Kts	Seismic Vessel • Stern mounted Cat 2 helideck • No Helicopter operations - no friction test • Daylight operations only - TDPM & H lighting not fitted • Stable deck conditions - 1° Pitch/roll & 2m heave - non compliant HMS • Table 1 (T) if overflight of 5.1 obstructions unavoidable	Sig 5:1 Main structure starboard side Seismic arrays - when deployed Table 1 (T&L) applies Misc Dome antenna - lowered below helideck during heli-ops
Ramform Titan	20.8	16	3		0-20 21+	Seismic vessel - Cat 3 Bow helideck • Daylight operations only - Circle & "H" lights not fitted • Stable deck conditions: 1° pitch/roll & 2m heave - Non compliant HMS • Due to poor deck friction: - No restriction - No Landings • Table 1(T) if overflight of 5:1 infringements unavoidable • DIFFS Fitted	5:1 Bow section forward Misc Foremast to be lowered and monitors to be adjusted prior to helicopter operations DIFFS impaired when helideck net fitted
Ramform Vanguard	22.8	15.0	2			Seismic Vessel - Cat 2 Stern deck • Daylight operations only due to lack of TD/PM+H Lights • Table 1(T) if overflight of 5:1 items is unavoidable • Seismic arrays - Stowed – no limitation. - Deployed - Table 1 (T&L) • Whenever practical, avoid or minimize overflight of arrays. • HMS Rev.9B + Lights fitted	5:1 Main deck starboard side, main deck port side forward Seismic arrays, when deployed Misc Circle and H lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Rowan Gorilla V (Valaris 247)	22.8	21.0	1			Jack Up • Stable deck conditions to apply whilst on tow i.e. maximum of 1 degree pitch & roll and 2m heave • Caution when approaching from stern flare booms 85ft long either side of rig	Misc Possible turbulence when wind is in excess of 50Kts on a heading through the clad derrick towards the helideck
Rowan Norway	22.2	12.8	1			Jack Up (MODU) • Table 1(T) if overflight of forward monitor platform is unavoidable • Stable deck conditions to be applied when rig is under tow – Maximum of 1° Pitch & Roll and 2m heave • Approved Friction Surface - not net	5:1 Fwd access platform infringe sector Misc AKA Valaris Norway or JU 292
Safe Boreas	22.2	13	1			Semi sub - Flotel • Table 1(T) if overflight of 5:1 infringements unavoidable • HMS Rev.9B + Lights fitted.	5:1 Port fwd access point approx 6m from edge of SLA. Life boat stations stb aft and port forward of helideck
Safe Caledonia	22.8	15.0	1			• Semi-sub - Flotel • Table 1(T) to be applied if overflight of 5:1 infringements unavoidable • HMS Rev.9B + Lights fitted	150° Possible marginal infringement when A/C parked dependent on A/C type. 5:1 Port & Stbd lifeboat gantries.
Safe Zephyrus	22.2	13.0	1			Semi-Sub - Flotel • Table 1(T) if overflight of forward port access platform unavoidable • Approved friction surface - no net • DIFFS Fitted • HMS Rev.9B with Repeater lights fitted.	Sig 5:1 Forward port access platform 6m from SLA
Saipem 3000	22.8	14.0	3			Heavy Lift Crane Barge - Bow mounted Helideck • Daylight Ops only - No TD/PM+H Lights • No DGs to be uplifted • HMS Rev.9B + Lights fitted	210° Port and stbd handrail sections at 450mm adl Sig 5:1 • Fwd monitor platform and antenna arms upto 3m from edge of perimeter net. Approx 2m below helideck level Misc • Approved friction surface no net



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Saipem 7000	21.7	25.0	1			Crane Barge • Specific restrictions apply regarding turbulence, see Part E Annex 2 of the Helideck Limitations List Turbulence Reports requested • Table 1 (T) if overflight of 5:1 items unavoidable • Frictape net lights fitted • HMS Rev.9B + lights fitted.	210° Housed boom tips (only when crane rest extensions are in use) 5:1 Lifeboats (aft) Port & Stbd 79ft below deck level Aft Foam Monitor Platform
Sanco Atlantic	18.9	8.6	2		5	Seismic vessel – midships mounted helideck • Topsides of aft crane marked with red & white tiger stripes • Table 1(T&L) if overflight of aft decking unavoidable • Seismic arrays deployed – Table 1(T&L) regardless of overflight. Whenever practical, avoid or minimize overflight of arrays • Prohibited landing sector due to only one access point forward, marked by red perimeter lights • Daylight operations only – applicable UKCS • Stable conditions only, +/- 1° pitch & rol, max 2m heave – UKCS • No DG uplifted from vessel by helicopter	210° Topsides of aft crane 6m aft of helideck, 40cm adl Sig 5:1 Deck area aft of helideck Seismic arrays when deployed Misc Circle and H lights not fitted HMS repeater lights not fitted
Sanco Spirit	19.5	11.0	2			Seismic Vessel – stern helideck • Table 1(T) to be applied if overflight of aft deck unavoidable • Seismic booms and arrays deployed: Table 1(T) regardless of overflight • Daylight operations only. Not applicable for NCS • Stable conditions only, +/- 1° pitch & roll, max 2m heave. UKCS • No DG to be uplifted from vessel by helicopter • Offset aiming circle • Landing net tp be fitted NCS	210° Clear (aft crane folds below deck level for heli-ops) 150° Fwd crane marginal obstruction at 3.10m adl at 6.40m from sla 5:1 Aft deck Seismic booms & arrays (when deployed) Misc Circle and H lights not fitted HMS repeater lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Sanco Star	19.5	11	2			<ul style="list-style-type: none"> • Seismic vessel • Table 1 (T) to be applied if overflight of helideck aft corners & main deck aft is unavoidable. • Seismic arrays: <ul style="list-style-type: none"> Deployed - Table 1(T & L) regardless of overflight Stowed - No limitation Whenever practical, avoid or minimize overflight of arrays • HMS Rev.9B + Lights fitted • No Dangerous Goods by Air to be shipped from this vessel - No trained staff. 	5:1 Aft corners of helideck & main deck aft. Seismic boom and cable arrays (when deployed) Misc No DGBA trained shipper on board
Sanco Swift	20.8	14.6	3			Seismic Vessel - bow mounted helideck <ul style="list-style-type: none"> • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight only - UK Waters and UK Reg Aircraft • Valid friction test until 02.04.2025 • Helideck net must be fitted during flight operations in Norway. • HMS rev 9b + repeater lights fitted. 	210° Railings aft port and starboard marginal infringement. Tiger striped obstructions 5,1m from SLA at 1.0m ADL Misc Circle and H lights not fitted Agent not fitted. Norway only: Dual
Sanco Sword	20.8	14.6	3			Seismic Vessel <ul style="list-style-type: none"> • Cat 3 bow mounted helideck • Daylight operations only – not applicable for Norway • Stable conditions only, +/-1° pitch & roll, max 2m heave. No rev.9b HMS or repeater lights fitted (UKCS only) • No starter unit onboard - caution if shutting down 	210° Folding deck hinges @ 450mm adl. At the extremities port and starboard. Misc Circle and H lights not fitted Approved friction surface
Scott Spirit	20.9	12.8	1		+30	<ul style="list-style-type: none"> • Tanker with amidships helideck on port side • 2x 150 degree Limited Obstacle Sectors • Table 1 (T&L) to be applied for over flight of decking on starboard side of helideck is unavoidable • Daylight operations only - Circle & "H" lights not fitted • Stable deck conditions (1 degree pitch/roll & 2m heave) HMS repeater lights not fitted (UK Waters) 	5:1 Decking forward, aft and starboard of helideck Misc No Circle and H lights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Sea Challenger	22.2	12.8	1			<ul style="list-style-type: none"> Jack Up - helideck on bow, Stbd side Helicopter operations allowed only when jacked-up Landing prohibited unless crane boom/jib is in the raised position clear of 210 degree OFS Request turbulence reports when WTG blades are positioned Port to Stbd on the vessel main deck Table 1(T) if overflight of 5:1 infringements unavoidable Shut-down at pilots discretion - no starter unit 	210° OFS reduced to 188 deg when WTG blades are loaded in cradles. 5:1 Vessel structure port and starboard aft infringe sector WTG Blades when loaded in the cradles Misc Crane boom/jib may be at rest on port side of deck outside of notified helicopter flight times No ground power
Sea Installer	22.2	12.8	1			<ul style="list-style-type: none"> Jack Up - helideck on bow, Stbd side Helicopter operations allowed only when jacked-up Landing prohibited unless crane boom/jib is in the raised position clear of 210 degree OFS Request turbulence reports when WTG blades are positioned Port to Stbd on the vessel main deck Table 1(T) if overflight of 5:1 infringements unavoidable Shut-down at pilots discretion - no starter unit 	210° OFS reduced to 188 deg when WTG blades are loaded in cradles. 5:1 Vessel structure port and starboard aft infringe sector WTG Blades when loaded in the cradles Misc Crane boom/jib may be at rest on port side of deck outside of notified helicopter flight times
Seafox 4	22.2	9.3	1			<ul style="list-style-type: none"> Jack Up Table 1 (T) if overflight of 5:1 obstructions unavoidable Stable deck criteria apply for operations whilst under tow ie. Pitch & Roll maximum 1°, Heave 2m. 	5:1 Forward access and platform structure to the rear of the helideck port and starboard sides
Seajacks Hydra	22.2	12.8	1			<ul style="list-style-type: none"> Self-Propelled Jack-up Vessel Table one (T) if overflight of 5:1 obstructions unavoidable Landing prohibited when mobile crane infringes OFS (210°) HMS rev9b Software fitted. Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. 	5:1 Vessel structure Port and Starboard of helideck infringes sector Misc Crane boom/jib may be at rest on port side of deck outside of notified helicopter flight times HMS Repeater lights not fitted.
Seajacks Leviathan	22.2	12.6	1			<ul style="list-style-type: none"> 4 Legged Jack-up Table one (T) if overflight of 5:1 obstructions unavoidable Landing prohibited unless main crane boom & jib is in the raised position clear of OFS (210°) No DGs from vessel 	5:1 Vessel structure port and starboard of helideck infringe sector Misc Crane boom/jib may be at rest on port side of deck outside of notified helicopter flight times No qualified shipper/packer .



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Seajacks Scylla	22.2	12.6	1			Jack-Up <ul style="list-style-type: none"> • Table 1(T) if overflight of 5:1 infringement unavoidable • Possible turbulence when cargo deck loaded with stacked turbine columns. Turbulence reports requested. • Large crane-boom rest abeam starboard side of helideck • Check height of helideck and top of installation for each location • No helicopter operations unless jacked up • Main crane boom MUST be in the raised position clear of OFS (210°) for all helicopter operations 	5:1 Port access platform Access platform and main deck starboard Misc NCS non - compliances for Dual Agent and CO2 extinguishers
Seaway Strashnov	20.8	12.8	1		+30Kts	Heavy Lifting Vessel <ul style="list-style-type: none"> • No helicopter operations - Friction test not completed • Daylight operations only - Circle & "H" lights not fitted • Possible turbulence and exhaust gas from port and stbd stacks. • Turbulence reports requested • Table 1 (T) if overflight of 5:1 items unavoidable • Stable deck conditions apply whilst on the move : 1 ° Pitch & roll and 2m heave - Non compliant HMS • Applicable whilst operating on UK continental shelf and for GB registered helicopters 	5:1 Bridge wings Port and Starboard aft
Seawell	22.2	12.8	3	•	•	DSV - Bow deck <ul style="list-style-type: none"> • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. • Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight ops only due to lack of TD/PM+H lights • Approved friction surface - No net • HMS Rev.9B + Lights fitted • No DGs from vessel 	Misc Circle H lights not fitted Only 6 tie down points No qualified shipper / packer
Seven Arctic	20.8	15.0	3			OSCV – Offshore Support & Construction Vessel - with 1.25D Bow deck. - Cat 3 <ul style="list-style-type: none"> • Table 1(T) if overflight of forward access unavoidable • DIFFS Fitted • Approved friction surface - No net • HMS Rev.9B + Lights fitted 	Sig 5:1 Forward access area 3.55m from SLA Misc Circle and H lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Seven Atlantic	22.2	12.8	3			DSV – Offshore Support & Construction Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. (ICAO Heliport manual Doc 9261 edition 4 applies) Note: Ideally wind should be on Starboard Quarter for night Ops • Dangerous Goods not to be shipped from this location • HMS Rev.9B + lights fitted • Approved friction surface - no net	Misc No Circle/H lights fitted No trained DGbyA Shipper on board
Seven Borealis	22.2	12.8	1			Multi-Purpose Vessel - Heavy Lift Crane and Pipe layer • Cat 3 Bow Helideck • Day Ops only (CAP 437 compliant areas) • Table 1(T) if overflight of 5:1 obstructions is unavoidable • NO DGs to be uplifted • HMS Rev 9B + Lights fitted • Circle & H lights fitted	5:1 Bridge wings Port and Starboard aft and navigation light forward - 3.5m from SLA Misc No qualified shipper / packer
Seven Falcon	20.8	12.8	3	8		DSV • Cat 3 bow mounted helideck • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • HMS Rev.9B + Lights fitted • Daylight Ops Only - UK Waters and UK reg Aircraft • Valid friction test to 13.04.2025 - no net (outside Norway) • Helideck net fitted for flight operations in Norwegian waters.	Misc Circle and H lights not fitted Agent not fitted. Norway only: Dual
Seven Kestrel	22.2	12.8	3			DSV • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight ops only in UK waters due to lack of TD/PM+H lights • Table 1 (T) if overflight of 5:1 items is unavoidable • HMS Rev.9B + Lights fitted • Approved friction surface • DIFFS fitted • No Dangerous Goods to be uplifted from this vessel.	5:1 Ramp for extinguishers approx. 2.15m from edge of SLA. Misc Circle H lights not fitted No Trained DGbA Shipper on board



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Seven Navica	19.5	9.3	3			Pipe Laying Vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Table 1 if overflight of the ship's bow unavoidable • HMS rev.9B and lights fitted • No Circle and H lights fitted • Offset Aiming Circle due to LOS infringements • Dangerous goods not to be shipped from this location. • Approved Friction Surface - No net • No fuel available • No starter unit available - caution if shutting down	150° Handrails just aft of helideck Sat dome on port side nearest the helideck 5:1 Seapath apparatus and radar on bow up to 2.5m from edge of SLA Misc Whip aerials on port and starboard side of bridge potential to whip forward
Seven Oceanic	20.9	12.8	3			Offshore Construction Vessel Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Table 1(T) if overflight of 5:1 infringements unavoidable • HMS Rev.9B fitted. • DIFFS fitted • Approved Friction Surface - no net • Helideck net required for all flight operations in Norwegian waters.	5:1 Main deck aft - port and starboard sides Misc TD/PM & H lights not fitted
Seven Oceans	22.2	12.0	3			Pipe Laying Ship • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • Table 1(T) if overflight of falling 5:1 infringements unavoidable • HMS Rev.9B + lights fitted	5:1 Ships bow Misc No circle and h lights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Seven Pacific	22.2	12.8	3			Pipe laying ship • Cat 3 Bow Helideck – Day Ops only No circle & H lights • Cat night ops permitted when vessel headed downwind. (ICAO Heliport Mannual Doc 9261 Edition 4applies) Note- Ideally wind should be in Starboard Quarter for night ops • HMS Rev.9B + Lights fitted.	Misc No Circle H lights fitted
Seven Pegasus	20.8	12.8	3			Dive support ship • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Daylight operations only - No TDPM & H lighting (Norway exempt) • Table 1(t) if overflight of 5:1 items is unavoidable • HMS Rev 9B fitted + lights	5:1 Vessel structure Port and Starboard aft Misc Approved friction surface
Seven Seas	22.2	12.0	3			OSCV • Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. (ICAO Heliport manual Doc 9261 edition 4 applies) Note: Ideally wind should be on Starboard Quarter for night Ops • Table 1)T) if overflight of ships bow cannot be avoided on take-off. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS • TD/PM & H Lights fitted to helideck • HMS Rev 9b fitted inc deck repeater lights	5:1 Ships bow Misc Approved friction surface
Seven Sisters	20.9	12.0	3			• MSV - Cat 3 Bow Helideck • Approved Friction Surface - no net • HMS Rev.9B + Lights fitted • Circle & H Lights fitted	210° Port & stbd communication domes marginally infringe sector 150° Port & stbd communication domes, antenna aft of port dome, and exhaust stack are marginal infringements



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Seven Vega	22.2	12.8	3			Pipe laying vessel • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on Starboard Quarter for night Ops • DIFFS Fitted	Misc • CAA (HMS Rev.9B) Compliant
Seven Viking	20.9	12.8	2		>30kts	Inspection-Maintenance-Repair (IMR) vessel - CAT 2 • Daylight operations only - UK Waters and UK reg Aircraft • Table1(T) to be applied if overflight of aft main deck and helideck aft corners is unavoidable • Avoid landing with tail rotor in or swinging the tail rotor through a sector of the LOS +/- 15 deg of centreline • Possible turbulence from hot exhausts aft of helideck. • HMS rev9 + repeater lights fitted • Helideck net to be fitted for all flight operations in Norway. • 30kts wind limitation applies for CAP437 compliant areas (DIFFS fitted, net to be removed and friction below requirements.)	150° Upper section of navigation mast structure 4.2m from SLA Sig 5:1 Main deck and structures (crane and funnels) aft of helideck. Misc Circle and H lights not fitted Norway only: Dual Agent not fitted
Shelf Drilling Fortress	22.8	14.6	0			Jack-up • Turbulence Reports to be submitted	Misc No automated PRH measuring equipment - stable deck conditions - maximum of 1° pitch & roll and 2m heave - will be applied to deck when under tow
Siem Barracuda	20.8	12.8	3			Offshore Construction Vessel • Cat 3 - Bow mounted deck • Cat 2 Night Ops permitted when vessel heading downwind. (ICAO Heliport manual Doc 9261 edition 4 applies) Note: Ideally wind should be on Starboard Quarter for night Ops • HMS Rev.9B + Lights fitted • Approved friction surface • Helideck net to be fitted during flight operations in Norway	Misc Norway only. Dual Agent not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Siem Day	20.8	12.8	3			Offshore Support & Construction Vessel - Cat 3 Bow Helideck • Daylight only operations - UK only • Approved friction surface • DIFFS Fitted • HMS Rev.9B + Lights fitted	Nil Sig 5:1 Nil Misc Circle and H lights fitted
Siem Dorado	20.9	12.8	3		0-30 31+	MRSV - Cat 3 bow mounted deck • Daylight operations only due to lack of TD/PM+H lights • No Restriction - No helicopter operations due to inadequate friction • HMS Rev.9B + Lights fitted	Misc Circle and H lights not fitted Deck does not meet minimum friction requirements
Siem Helix 1	22.2	15	3			Well Intervention Vessel • Cat 3 - Bow Deck • Daylight ops only • Dangerous Goods not to be uplifted from this vessel • Landing net fitted over DIFFS • Poor friction - 30kt wind limitation • HMS non compliant with UK CAA Safety Directive 2020/003 - stable deck conditions (1° Pitch/roll & 2m heave) for operations in UK waters or with GB registered helicopters	Misc No Trained Dangerous Goods shipper/packer. No Circle and H lights fitted Knotted landing net 40mm ADL
Siem Spearfish	20.8	15	3		8	Offshore Construction Vessel • CAT 3 Bow Helideck - Day Ops only when vessel into wind. • CAT 2 Night Ops permitted when vessel heading downwind. Note: Ideally wind should be on starboard quarter for night ops. • Approved friction surface - no net (NCS net at all times). • No DGs to be uplifted from vessel • HMS rev 9B + Lights fitted	
Siem Stingray	20.8	15t	3		8	Offshore Construction Vessel - 1.25D deck • Approved friction surface - no net • Helideck net to be fitted for flight operations in Norway. • HMS Rev.9B + lights fitted	



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Sindre Knutsen	26.1	12.6	1			Tanker Helideck Amidships Port • Table 1(T) to be applied if overflight of 5:1 infringement • Stable deck conditions - UK Waters and UK Reg Aircraft. (1° Pitch/roll & 2m heave Cap 437 compliant areas) • Helideck net to be fitted for operations NCS • Blom HMS rev8c fitted CAT report 14.07.2022 (Norway) • HMS rev9b not fitted. • Repeater lights not fitted	Sig 5:1 Main deck and walkway port and starboard side of helideck Misc Dispensation from BSL D 5-1 FiFi - Dual Agent obtained from CAA-N.
Sir David Attenborough	24	13.0	3			Polar research vessel - Cat 3 bow deck • HMS Rev.9B + lights fitted • Table 1(t) if overflight of 5:1 items is unavoidable • TD/PM+H marked with reflective paint as a trial. Lighting Reports requested.	150° Crane ladder & back-scratcher marginal infringements in second sector 5:1 Bow mast, when lowered & perimeter net frame along bow Misc Bow mast may be raised outside of notified helicopter times TD/PM+ H lights not fitted.
Siri Knutsen	26,1	14.6	1			Shuttle Tanker / Well Stimulation Vessel • Amidships Helideck - 2 x 150° LOS • Table 1(T) if overflight of ship decking unavoidable • Daylight operations only (UK sector). • Stable conditions for landing - +/- 1° pitch & roll, max 2m heave (UK sector) • Landing net to be fitted (NCS), if net not fitted max 30 kts wind (UKCS) • HMS connected to Norwegian HMS Repeater lights - red flashing.	Sig 5:1 Ships decking port and starboard Misc Circle and H lights not fitted (UK sector) No valid friction test
Skandi Acergy	20.9	12,8	3			OSCV - Offshore Support & Construction Vessel - Bow helideck • Daylight ops only (Cap 437 compliant areas) • No DG from vessel by helicopter • HMS Rev.9B + Lights fitted	Misc Circle and H lights not fitted No qualified shipper / packer



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Skandi Vitoria	20.8	12.8	3		8	Pipe laying vessel - Bow deck • Cat 3 – Day Ops only when vessel into wind • Cat 2 - Night Ops permitted when vessel heading downwind. (ICAO Heliport manual Doc 9261 edition 4 applies) Note: Ideally wind should be on Starboard Quarter for night Ops • Stable deck conditions apply whilst on the move : 1 ° Pitch & roll and 2m heave - Non compliant HMS Applicable whilst operating on UK continental shelf and for UK registered helicopters • Table 1 (T) if overflight 5:1 items is unavoidable	5:1 Main deck Port and Starboard aft of helideck
Sleipnir	22.8	15.6	1			Crane Barge • Table 1(T) if overflight of 5:1 infringements unavoidable • Potential turbulence from turbine exhausts port side relative to the helideck. Turbulence reports required • DGs not to be uplifted from vessel • Approved Friction Surface - No net • HMS Rev.9B fitted. Dispensation for ATEX lights	5:1 Access platforms infringes sector approx. 5m from SLA Starboard side to end of NDB aerals. Various deck structures below helideck port and starboard forward sides of helideck Misc No DG Trained shipper on board HMS repeater lights not fitted
Stena Don	20.8	15.0	1		8	Semi submersible MODU • Table 1(T) if overflight of port and starboard monitor platforms unavoidable • HMS Rev.9B + Lights fitted • Approved friction surface - no landing net fitted	Sig 5:1 Port and starboard foam monitor platforms
Stena Drillmax	22.2	13.0	1			Drillship • Table 1 (T) if overflight of 5:1 items unavoidable • HMS Rev.9B + Lights fitted • Approved Friction Surface - no net	5:1 Port, starboard, & forward access platforms & bridge wings
Stena Forth	22.8	14.6	1			Drillship • Table 1 (T) to be applied if overflight of 5:1 items unavoidable • Approved Friction Surface - No net • HMS Rev.9B + Lights fitted	5:1 Foam monitor platforms Bridge wings port and starboard sides



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Stena Icemax	22.8	14.6	1			Drillship - Bow Helideck • Table 1 (T) if overflight of 5:1 infringements unavoidable • Approved friction surface • HMS Rev.9B + Lights fitted	5:1 Access forward 3.4m from SLA
Stena Spey	22.2	13.0	1	N		Semi Sub • Table 1(T) if overflight of 5:1 infringements is unavoidable • Approved friction surface • HMS Rev.9B + Lights fitted	5:1 Port access platform Starboard access platform and deck structure Misc Port flare boom port will be 5:1 infringement when deployed
SW Amundsen	20.8 8	12.8	2		>30kts	Seismic Vessel • Cat 2 stern located helideck • Seismic arrays: Deployed - Table 1(T & L) regardless of overflight Stowed - No limitation Whenever practical, avoid or minimize overflight of arrays • Daylight operations only - UK Waters and UK reg Aircraft • Stable conditions only - +/-1° roll & pitch, max 2m heave - UK Waters and UK reg Aircraft. (Non-compliant HMS). • Helideck net to be fitted for all flight operations in Norway. • No Operations - UK Waters and UK Reg Aircraft. (No valid friction test)	Sig 5:1 Seismic boom and cable arrays (when deployed) Misc Circle and H lights not fitted HMS repeater lights not fitted Norway only: Dual Agent not fitted. Audio and Video recording system not fitted.
SW Cook	20.8 8	12.8	2			Seismic Vessel – stern helideck • Seismic arrays: Deployed - Table 1(T & L) regardless of overflight Stowed - No limitation Whenever practical, avoid or minimize overflight of arrays • Daylight operations only – UKCS • Stable conditions +/- 1° pitch & roll, max 2m heave - UKCS	5:1 Seismic boom and cable arrays (when deployed) Misc Circle and H lights not fitted HMS repeater lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
SW Gallien	22.2	12.6	2			<ul style="list-style-type: none"> • Seismic vessel - Cat 2 stern deck • Daylight ops only due to lack of TD/PM+H Lights • Seismic arrays - deployed - Table 1(T & L) regardless of overflight <ul style="list-style-type: none"> - stowed - No limitation • HMS Rev.9B + Lights fitted 	150° Sheaves port and starboard at 0.42m adl, 1.92m from SLA are a marginal infringement 5:1 Seismic booms and cable arrays (when deployed) Misc No circle and h lights fitted Firefighting equipment not compliant with NCS requirements.
SW Mikkelsen	21.0	12.1	2			Seismic Vessel - CAT 2 Stern deck <ul style="list-style-type: none"> • Daylight ops only No circle and H lights (Cap 437 compliant areas) • Seismic arrays deployed - Table 1(T & L) regardless of overflight <ul style="list-style-type: none"> stowed - no limitation • No DGs from vessel • HMS Rev.9B + Lights fitted 	Sig 5:1 • Seismic booms and cable arrays (when deployed) Misc No Circle and H lights No qualified shipper packer
SW Tasman	20.8	12.8	2			Seismic Vessel - Cat 2 stern located helideck <ul style="list-style-type: none"> • Daylight operations only (not applicable for Norway) • Seismic arrays: <ul style="list-style-type: none"> Deployed - Table 1(T & L) regardless of overflight Stowed - No limitation Whenever practical, avoid or minimize overflight of arrays • HMS Rev.9B + Lights fitted • Approved friction surface - no net 	Sig 5:1 Seismic boom and cable arrays (when deployed) Misc Circle and H lights not fitted
Thialf	27,2	21.0	1			Semi Submersible Crane Vessel <ul style="list-style-type: none"> • HMS Rev.9B fitted - CAA Dispensation for ATEX lights • Table 1(T) if overflight of 5:1 infringements unavoidable • Chevron and H swung 7 deg anti clockwise • See also HLL Annex E Thialf 	5:1 Lifeboats Port & Stbd Forward foam monitor platform Misc HMS Repeater lights not fitted.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Tide Spirit	20,8	14,6	1			Shuttle tanker – Cat 1 helideck •Amidships helideck port forward •Stable deck conditions 1° Pitch/roll & 2m heave (Cap 437 compliant areas •Table 1(T) if overflight of main decking unavoidable •No DG uplifted from vessel by helicopter •Daylight Operations only when operating in the UKCS	Sig 5:1 Main decking forward, aft and starboard of helideck Misc • Frictape Netlights fitted • No qualified shipper / packer
Tog Mor	18.9	11.0	1		>30Kts	• Pipe Laying barge • Daylight operations only - TDPM & H lights not fitted • No helicopter operations - Friction test not completed	5:1 Vessel structure port and starboard aft
Transocean Barents	22.8	14.6	1	165°-225° rel. To helideck heading	• All	Semi Submersible Rig – Cat 1 •Possible turbulence, reports by all types must be submitted •Table 1(T) if overflight of 5:1 infringements are unavoidable •HMS rev9b fitted - CAA dispensation for ATEX lights. •Friction test valid to 01.03.2024 • Norway only: Helideck net to be fitted during flight operations.	210° Steam de-ice cabinet port side 50cm adl , port and starboard monitors 45cm adl (Dispensation obtained for Norway). Sig 5:1 Foam monitor platforms port and starboard (Allowed in Norway). Misc Possible turbulence from derrick structures Start unit not available, caution if shutting down
Transocean Enabler	22,2	13	1		90-180 rel to rig heading 31+ Knots	Semi submersible •Daylight Operations only (Cap 437 compliant areas) •Table 1(T) if overflight of 5:1 items unavoidable •Table 2(T&L) due to turbulence from clad derrick. Pilots to submit turbulence reports • No helicopter operations - Low deck friction various areas •Stable deck conditions - Maximum of 1° Pitch & Roll and 2m heave (Cap 437 compliant areas)	5:1 Port aft and forward access platforms 3m from SLA, area of forward starboard walkway 2.9m from SLA. Misc Circle & H lights not fitted Helideck net fitted with DIFFS for Norwegian operations only HMS rev 9b + repeater lights not fitted.
Transocean Encourage	22,2	15t	1	•90-180° rel to rig heading	•All	Semi submersible •Table 1(T) if overflight of access platforms and area of forward starboard walkway unavoidable • Table 2(T&L) due to turbulence from clad derrick and turbine exhausts. Turbulence reports to be submitted • Landing Net fitted	5:1 Access platforms port (4.1m), fwd (3.2m), and part of fwd walkway (2.9m) Misc Circle & "H" lights not fitted HMS & friction acceptable for Norwegian operations



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Transocean Endurance	22,2	15	1		090-180 rel to rig hdg	Semi-submersible rig • Table 1 (T) if overflight of 5:1 Items are unavoidable • Table 2 (T&L) due to turbulence from clad derrick & turbine exhaust. Turbulence reports required	5:1 Platform structure port and starboard aft. Forward access and walkway up to 3.2m from SLA.
Transocean Equinox	22,2	15.0	1		134-224 rel to deck heading	20-30kts 31-40kts >40kts Semi submersible • Daylight ops only (UK waters and UK reg aircraft) • Table 1(T) if overflight of 5:1 items is unavoidable • HMS rev9b not fitted - stable deck (UK waters and UK reg aircraft) • Table 2(T&L) due to turbulence from clad derrick All types: use 35-45kts limitation All types no landings (Except AS332: Max helipad weight) All types no operation	Sig 5:1 Port side access 4m from SLA, and port structure aft of deck. Forward access 3m from SLA, Lifeboat station and structure Starboard Aft of deck Misc No start unit onboard, caution if shutting down Circle and h lights not fitted lights not fitted HMS Repeater
Transocean Norge	22,8	15,6	1		125-215 rel to helideck heading	20-30kts >31kts Semi submersible rig • Daylight Ops Only-Circle and H lights not fitted (N/A in Norway) • Possible turbulence due to clad derrick • HMS rev 9B not fitted (Stable deck conditions in CAP437 area) • No DG to be uplifted by helicopter • Use Table 2 (T&L) 35-45kts limitations • No Operations	Misc Circle H lights not fitted – Not required in area of operations No fricton test - net to be fitted at all times.
Transocean Spitsbergen	22.8	14.6	1		105-180 rel. to rig hdg	• 20-30 • 31-40 • 41 plus Semi Submersible Rig • Due to Turbulence: - No restriction - Table 2, - Nil landings Turbulence reports by all types must be submitted • Table 1(T&L) if overflight of foam monitor platform port & Stbd sides is unavoidable • Start unit not available, caution if shutting down • Landing Net fitted	Sig 5:1 Foam monitor platform port side and partly on starboard side infringes sector. Misc TD/PM+H lights not fitted No Ground Power available Non-Approved friction surface



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Valaris 121	22.2	12.8	1			Jack-Up • Stable deck conditions to apply whilst mobile i.e. maximum of 1deg pitch & roll and 2m heave	Misc HMS and repeater lights not fitted.
Valaris 122	22.2	12.8	F	m		• Jack-up • Table 1(T) is overflight of 5:1 obstructions unavoidable • No helicopter operations whilst under tow	5:1 Vessel structure Port and Starboard aft of the helideck
Valaris 123	22.2	12.8	F			• Jack Up • No helicopter landings whilst vessel on tow • No DGs to be uplifted from vessel	
Valaris 72	22.2	9.3t	1	m		Jack up • No helicopter operations whilst on the move • Table 1(T) if overflight of 5:1 obstructions unavoidable • Aiming circle offset • Approved friction surface - No net. • Cleared for EC225 (11.0t) & S92 (11.9t)	210° Outboard monitor 300mm adl 5:1 Lifeboat station immediately forward of the helideck
Valaris DS-17	22.2	12.6	1			Drillship • Non compliant HMS - UKCS Stable deck conditions (1° Pitch/roll & 2m heave)	
Valaris Gorilla VI (Valaris 248)	22.8	21	1			Jack Up (MODU) • Table 1(T) to be applied if overflight of port and forward access platforms unavoidable. • Stable deck criteria to apply for operation whilst under tow i.e. Pitch & Roll maximum 1°, Heave 2m	150° Windsack masts 4.6m adl at 4m from SLA Sig 5:1 Port and forward access platforms Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site AKA Rowan Gorilla VI or JU 248



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Valaris Gorilla VII (Valaris 249)	22.8	21.0	1			Jack Up • Table 1(T) if overflight of fwd foam monitor platform cannot be avoided on take off • Stable deck conditions to apply whilst on tow i.e. maximum of 1 deg pitch & roll and 2m heave	150° Caution: Fwd leg sits at the limit of the LOS 5:1 Forward foam monitor access platform Misc Approved friction surface - no net
Valaris Stavanger	22.2	12.8	1		>30Kts	Jack Up Drilling Rig (MODU) • No Helicopter operations (Outside of Norwegian waters) • No flight operations whilst afloat (No P/R/H equipment) • Daylight ops only (UK Waters and UK reg aircraft) • No DG to be uplifted by helicopter • Landing net fitted	Misc Circle and H lights not fitted
Valaris Viking	22.2	12.8	1		>30Kts	Jack Up (MODU) • Table 1(T) if overflight 5:1 items is unavoidable • No Helicopter operations (Outside of Norwegian waters) • Stable deck conditions - Maximum of 1° Pitch & Roll and 2m heave - will be applied to deck whilst under tow • No DG to be uplifted by helicopter	5:1 Port and Starboard access points aft and forward access point and NDB antenna forward infringe sector Misc No landing net
Viking Neptun	20.8	12.8	3		>30 kts	OSCV – Offshore Support & Construction Vessel - Bow deck • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops • Daylight operations only (UK waters & UK reg aircraft) • No helicopter operations (UK waters & UK reg aircraft) • HMS Rev.9B + Lights fitted	Nil Misc • TD/PM+H Lights not fitted • DIFFS fitted - Landing net not recommended
Viking Reach	20.8	12.8	3			ROV Survey Vessel - Cat 3 bow deck • Daylight operations only – Circle & "H" lights not fitted • Table 1(T) if overflight of 5:1 infringements unavoidable • HMS Rev 9B + lights fitted • Approved friction surface	5:1 Forward corners of perimeter net frame Misc Bow mast stowed for helideck operations NCS non-compliance regards dual agent / foam trolley



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Volantis	20.8	12.8	3			MSV - Multi Support Vessel • CAT 3 Bow Helideck – Day Ops only when vessel into wind • CAT 2 Night Ops permitted when vessel heading downwind Note: Ideally wind should be on Starboard Quarter for night Ops •Port & Starboard railings marked with black and yellow stripes •Daylight ops only – UK Water and UK Reg Aircraft •HMS Rev.9B + Lights fitted •Valid friction test - no net required outside Norwegian waters. •Helideck net to be used for flight operations in Norwegian waters.	210° Railings port and Starboard marginal infringement. 1,0m ADL at 6.4m from SLA Status Light partially inside perimeter line - 20cm ADL fwd deck center Misc Circle and H lights not fitted Dual Agent not fitted - Norway only.
Vole au Vent	22.2	12.8	3			Jack-Up ship - helideck on bow offset to port • Daylight Operations Only due to lack of TD/PM+H lights • Stable deck conditions to apply for all landings when vessel is afloat ie 1 deg pitch & roll and 0.4m/s heave rate • Table 1(T&L) if overflight of turbine blades, when loaded, is unavoidable. • Approved Friction Surface - no net • No Dangerous Goods to be uplifted from vessel • Note: Potential for turbulence over helideck when WTG columns & Blades are loaded. These will also affect the weather reports as all sensors will be shielded. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS	5:1 WTG Blades wen loaded Misc TD/PM+H lights not fitted Non-Compliant HMS fitted No trained Dangerous Goods shipper on board All weather sensors shielded when Turbines & blades are loaded
Voltaire	22.8	14.6	1			Jack-Up ship - helideck on bow offset to starboard • Table 1(T&L) if overflight of 5:1 items is unavoidable • Crane MUST be aft of forward legs for all helicopter operations • Approved Friction Surface - no net • No HMS repeater lights fitted. Stable deck conditions only (1° pitch & roll, 2m heave) for operations on the UKCS	5:1 Starboard access platforms is a marginal infringement approx 1.5m from edge of netting



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Well Enhancer	22.2	12.0	3			DSV - Cat 3 vessel - Bow deck • Daylight ops only • Approved friction surface - no net • HMS Rev.9B + Lights fitted.	150° S-band radar if positioned fwd/aft - marginal infringement of 2nd sector Misc Circle H lights not fitted
Well-Safe Defender	22.2	9.3	1			• Semi-sub • Table 1(T) if overflight of Sig 5:1 obstructions unavoidable • Cleared for S92 & EC225 CERTIFICATE EXPIRY - 27 FEB 2025.....	5:1 Platform structure and lifeboat stanchions on port side, forward foam monitor and platform structure starboard
Well-Safe Guardian	22.8	14.6	1	• • • 185-235 rel rig hdg.	• • • 0-30 • 31-44 • 45+	Semi Sub • Due to turbulence from Derrick & structure No restriction Table 2 No Landings Turbulence reports requested to assess above • Table 1 (T) if overflight of the anchor winch housing on starboard fwd leg or Forward liferafts is unavoidable • Frictape Net lights fitted • Rev 9b HMS + lights fitted	5:1 Anchor winch housing on starboard forward leg. Forward liferafts
Well-Safe Protector	22.2	11.8	1			Jack up (MODU) • Table 1(T) if overflight of foam monitor platforms unavoidable • Stable deck conditions to apply for operation whilst under tow, i.e. Pitch & Roll = maximum 1°, Heave = maximum 2m • Cleared for S92	210° Corner of starboard leg (including whip antenna) marginal infringement 5:1 Foam monitor platforms Misc Comprehensive P/R/H measuring equipment not available on site. Landing net fitted with TD/PM lights
West Elara	22.8	14.6	1			Jack Up (MODU) • No helicopter operations whilst afloat • Daylight Operations Only (UK Waters and UK reg aircraft) • Offset aiming circle • Landing net fitted	210° Handrails in 210° sector folded down for all heli-ops 150° 1st sector: Fixed handrails 1.0m adl 2nd sector: Handrails on roof of HLO office approx 3m adl Misc No start unit on board. Circle & H lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
West Phoenix	22.2	13.0	1	150 - 210 in relation to helideck heading		Semi Sub • Table 1(T) if overflight of forward access platform is unavoidable • Table 2 due to turbulence from clad derrick • Stable deck conditions (1° Pitch/roll & 2m heave) UK Waters and UK Reg Aircraft due to non-compliant HMS. • HMS Rev 9.2NO with Norwegian repeater lights fitted. (Red flashing) • Helideck net fitted at all times for flight operations in Norway. • No valid friction test - 30kts wind limitations UKCS.	5:1 Forward access platform extends 3.2m from SLA Misc Fuel not available - fuel station preserved.
Wind Enterprise	16.6	6.4t	1		30 plus	• Jack up Barge • No Landings - No friction test • Daylight Operations only • Stable deck conditions to apply whilst underway i.e. maximum of 1 pitch & roll and 2m heave	210° Turbine Blades when fitted could infringe sector - written procedure in place to inform the helicopter operators of this prior to ops Misc Turbulence reports requested in order to monitor the effects of the turbulence once the vessel is loaded with blades
Wind Innovation	22.2	12.8	2			MSV/Flotel Cat 2 - stern deck • Table 1(T) if overflight of 5:1 items is unavoidable • HMS Rev.9B + Lights fitted	5:1 Main deck forward port & starboard Stern boat docking frame Misc Nav mast and hatch barriers to be lowered for Helicopter flights
Wind Orca	22.2	12.8	1			Wind turbine Installation Vessel – Jack Up • Main crane boom MUST be elevated by at least 35 deg for all helicopter operations to ensure LOS clearance. • Table 1(T) if overflight of forward foam monitor platform unavoidable • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS	5:1 Forward foam monitor platform Misc Crane boom tip infringes LOS when in the rest



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Wind Osprey	22.2	12.8	1			Wind turbine Installation Vessel – Jack Up • Main crane boom MUST be elevated by at least 33.5 deg for all helicopter operations to ensure LOS clearance. • Table 1(T) if overflight of 5:1 items are unavoidable • Check height of helideck and top of installation for each location • No helicopter operations unless jacked up	5:1 Forward access point 4m from SLA, Vessel structure port and starboard aft infringe sector Misc NCS non - compliances for Dual Agent and C02 extinguishers
Windea La Cour	14.6	4.9	3			SOV (Service Operation Vessel) • Daylight operations only - Aiming circle & "H" lights not fitted • Cat 3 Bow deck • Stable deck conditions (1° Pitch/roll & 2m heave) non compliant HMS (UKCS)	210° Helideck lighting, "Exit" signs & folded handrails in excess of 50mm
Windea Leibniz	14.6	4.8	3			CSOV - Commissioning Service Operation Vessel • Cat 3 - Bow deck Note: Cat 3 vessels operating with the helideck downwind are automatically upgraded to Cat 2 • Daylight operations only - UK Waters and UK Reg Aircraft. • HMS rev 8c. Stable deck conditions -UK Waters and UK Reg aircraft. Note: Stable deck conditions (1° Pitch/roll & 2m heave) • Norway only: Helideck net to be fitted during flight operations.	210° Helideck floodlights in excess of 50mm ADL - 8 x Lights 230mm ADL evenly spread around helideck mounted over the gutter. Norway only: Handrails port and stbd access 230mm ADL. Misc Approved friction surface - no net required outside NCS. Circle and H lights not fitted. HMS Repeater lights not fitted. Dual Agent not fitted, Audio and Video recording not fitted - NCS