



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ailsa	22.8	14.6	1			FSO • Table 1 (T) if overflight of 5:1infringements and tanker (when attached) is unavoidable • Main generator exhausts at stern of vessel - turbulence reports requested • HMS Rev.9B fitted - CAA Dispensation for Atex Lights	210° Test panel attached to perimeter net (fwd/port) at 300mm adl 150° 5-point antenna for NDB (fwd/stbd) over 3m adl at 6.5m from SLA 5:1 Access platforms infringe sector at approx. 2.4m from edge of SLA Various deck structures below aft of helideck Shuttle tanker (when attached)
Alba FSU	21.0	12.8	1			FSU - Aft deck • Table 1 (T) if overflight of tanker (when attached) is unavoidable • No radioactive dangerous goods to be uplifted from this installation. • HMS Rev.9B + Lights fitted • Approved friction surface	5:1 Shuttle tanker (when attached) Main deck Stbd side
Alba Northern	22.8	15.0	F			Platform • No restriction • Table 2 • No landings • Table 1(T) if overflight of South West foam monitor platform unavoidable	150° Refuelling hose guide and barrier adjacent to refuelling cabinet marginally over height. 5:1 SW foam monitor platform. Misc Windsock indication may be affected by derrick. Second windsock fitted on west side of derrick.
Alwyn North	27	21.0	F			Platform • Possible turbulence - B platform exhausts and structure Turbulence reports requested to assess above • Do not overfly HLO cabin • Overflight of the SW Foam monitor platform to be avoided on take off • Overflight of the bridge between the NAA and NAB should be avoided. Takeoffs over the bridge are not permitted • Warning: 150m radius avoid area due to Alwyn North B flare. (Temperature rise following Automatic Blowdown - No warning)	210° Perimeter net frame at SE corner marginally adl 150° HLO cabin is marginal infringement Anemometer on HLO cabin roof infrigment of 0.42m NATS antenna on HLO cabin roof infrigment of 0.22m 5:1 South, east & west foam monitor platforms Crane A-frame east of helideck Misc Approved friction surface - no net



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Anasuria	22.8	14.0	1	340-360 rel ship hdg		FPSO <ul style="list-style-type: none"> • Possible turbulence and high deck temperature due to turbines on port side of vessel. Check with log on initial contact. • Table 1(T) if overflight of aft foam monitor platform or shuttle tanker (when attached) is unavoidable. • Aiming circle offset due to infringements in the LOS • Frictape net lights fitted • HMS Rev.9B fitted: CAA Dispensation for ATEX Lights 	150° Minor infringements of sector as follows: Port & stbd foam monitors (inc guards) 1.4m adl - up to 2.4m from SLA Sea Tel Dome 2.0m adl - 3.4m from SLA 5:1 Aft foam monitor platform, and structure below and to stbd (inc. deck crane) Shuttle tanker (when attached) Misc Only 1 ring of tie-down points at 6.5m radius from centre of aiming circle HMS Repeater Lights fitted
Andrew	22.8	14.0	F	<ul style="list-style-type: none"> • 265-285 • 075-110 	<ul style="list-style-type: none"> • All 	Platform <ul style="list-style-type: none"> • Prohibited landing heading sector due to infringement in the LOS. • Possible turbulence & temperature rise (turbine exhausts close to helideck) No reports received. • Table 1(T) if overflight of 5:1 infringements cannot be avoided on take off • Status Light not fitted – in the event of a detected gas release Platform will alert crew by radio communication • Moveable derrick 	150° Radar mast NE of helideck infringes LOS second sector. 5:1 South access platform and stair tower is 7.1m from SLA plus a further 3m for satellite platform. North access platform and stair tower is 7.1m from SLA. Misc Status Light not fitted .Approved friction surface
Aoka Mizu	22.8	14.6	1			FPSO - Cat 1 Bow deck <ul style="list-style-type: none"> • Table 1(T) if overflight of 5:1 items unavoidable • Approved friction surface • HMS Rev.9B fitted. CAA Dispensation for ATEX Lights 	5:1 Forward monitor/access platforms (port & stbd) at 3.3m from edge of SLA Misc HMS Repeater Lights not fitted
Arbroath	22.2	9.3	F			Platform <ul style="list-style-type: none"> • Cleared for S92 & EC225 • Approved Friction Surface. No Net • Circle and H lights u/s - daylight operatins only 	Nil



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Armada	22.8	14.0	F			Platform • Table 1 (T) if overflight of crane boom and luffing wire at North East corner of helideck is unavoidable • Approved Friction Surface - no net	5:1 Crane boom & luffing wires at North East corner of helideck if West crane in rest Misc Exhausts and Flare stack floodlit from below - top of obstruction may be obscured by low cloud
Armada Kraken	20.8 8	12.6	1			FPSO - Stern deck • Table 1 (T) if overflight of 5:1 items is unavoidable • Possible turbulence from turbine exhausts and bridge structure. Turbulence reports requested. • Port offloading reel crane no omni directional lights. Floodlit and painted in obstruction colours • HMS Rev.9B fitted - CAA Dispensation for ATEX Lights	5:1 Offloading reel and offloading reel crane on port side. Various deck structures below & fwd. Starboard access points. Shuttle tanker when attached to offloading reel at stern. Misc HMS Repeater Lights not fitted
Auk Alpha	22.2	9.3	F			Platform • Table 1(T&L) if overflight of accommodation module and access platforms unavoidable. • Approved Friction Surface - no net • Cleared for S92	210° Guardrails & Aerial East & West access platforms up to 60cm adl. 5:1 Accommodation module (East) West access platform
Beryl A	22.2	9.3	F	NW	All	Platform • Possible turbulence from derricks • Table 1 (T) if overflight of 5:1 infringements is unavoidable • Remain 60m clear of Skene flare due to no warning of flare shutdown and cold flaring present. • Deck slope in excess of 1:100 (1:50) • Cleared for S92 * Certificate Expires 30/08/2023 *	210° OFS Reduced to 197° due to Skene flare (SW) and handrails (NE) 5:1 South foam monitor platform, adjacent satellite dish, south lifeboat station, and east accommodation roof infringe sector



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Beryl B	22.2	9.3	F	345-010 N.Easterly		Platform <ul style="list-style-type: none"> • Table 1 (T) if overflight of 5:1 infringements is unavoidable • Possible turbulence and temperature rise due to turbine exhausts • Possible turbulence due to derrick (moveable) • Cleared for S92. *Certificate Expires 31/08/2023 *	210° Handrails and viewing hut north side of accommodation roof 5:1 Accommodation roof on north side, south access platform, helifuel transit tanks on laydown area at south side below helideck level. South crane if in rest Misc • Frictape net lights fitted
Beryl SPM2	22.3	9.3	F			NUI Loading Buoy The supporting column is articulated beneath the sea surface, so the topside structure will roll a few degrees in a circular motion when sitting on the deck. There is no Pitch or Heave only roll <ul style="list-style-type: none"> • Operations restricted to daylight only. • No operations when tanker attached (client requirement) • Table 1 (T) if overflight of access stairs opposite the boom is unavoidable • Approved Friction Surface - No Net • Cleared for S92 	210° Clear. 5:1 Access stairs opposite boom Misc No Circle and H fitted No automatic fire-fighting facilities.
Bleo Holm	22.8	15.0	1			FPSO - Stern helideck <ul style="list-style-type: none"> • Prohibited landing heading sector due to nav mast 175-205 relative to installation heading. • Turbulence and temperature rise can be expected due to turbine exhausts on starboard side forward of helideck. • Table 1(T) if overflight of 5:1 infringements unavoidable. • HMS Rev.9B fitted - CAA Dispensation for ATEX Lights 	210° Edge of fixed handrail to starboard - marginal infringement. 150° Central nav mast infringes sector - Prohibited Heading Landing Sector painted on deck. 5:1 Aft access and navigation light. Starboard access platform and adjacent corner of run-off area. Shuttle tanker (when attached). Misc HMS Repeater Lights not fitted Approved Friction Surface
Brae A	22.2	12.6	F	305 - 015T > 20Kts 305 - 345T > 20Kts 346 - 015T > 20Kts 320 - 360T => 30Kts		Platform <ul style="list-style-type: none"> • If both Flares on full output - No Landings • Only eastern flare on full output • Only western flare on full output • Table 2 <ul style="list-style-type: none"> • Table 1 (T) if overflight of 5:1 infringements is unavoidable • Approved friction surface - no net 	5:1 Tropo-dish (west side) - Generator intakes (east side) Misc 3% of H Lights unavailable



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Brent Charlie	23.0	14.0	F	<ul style="list-style-type: none"> • 155-215 • 155-185 	<ul style="list-style-type: none"> • All • 30+ 	Platform <ul style="list-style-type: none"> • Turbulence - Exercise caution • Turbulence reports requested to assess above • Flare stack not presently illuminated • Table 1(T) if overflight of east or west side foam monitor platforms is unavoidable. • Approved friction surface - no net • 	150° Handrails either side of fire extinguisher trolley storage area. 5:1 East & West Crane jibs when stowed. Platform structure, including temporary scaffolding, on East and West. East and West Fire Monitor Platforms 3.7m from SLA.
Britannia	22.8	15.0	F	<ul style="list-style-type: none"> • 055-165 • 055-165 • 140-150 	<ul style="list-style-type: none"> • 30-40kts • 40kts + • All 	Platform <ul style="list-style-type: none"> • Table 2 due to turbine exhaust and derrick - Nil landings • Table 2 due to physical presence of turbine exhausts. Turbulence Reports required for all sectors • Table 1 (T) if overflight of North & West Access platforms is unavoidable 	5:1 North access platform over 3m from SLA; west access platform over 2m from SLA Misc • Approved friction surface - no net
Bruce	22.8	14.0	F	<ul style="list-style-type: none"> • 335-075 	<ul style="list-style-type: none"> • All 	3 Platform structure - Helideck is on southernmost and largest platform <ul style="list-style-type: none"> • Possible turbulence from turbine exhausts • Turbulence reports requested to assess above • Table 1 (T) if overflight of foam monitor platforms unavoidable • Approved Friction Surface - no net 	210° SE & N foam monitor at approx.350mm adl 5:1 NW; SW & SE foam monitor platforms 3.4m from SLA
Buzzard	20.8	13.0	F	8 130° - 250°	All	Platform <ul style="list-style-type: none"> • Table 1 (T) if overflight of SE & NW access platforms unavoidable • Offset TD/PM + H due to turbine exhausts • Turbine exhausts NE relative to the helideck 	5:1 SE & NW access platforms approx 6m from SLA. Misc Aiming circle offset



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
BW Catcher	20.8	12.6	1			<ul style="list-style-type: none"> • FPSO - stern deck • Possible turbulence from turbine exhausts • Turbulence reports requested • Table 1(T) to be applied if overflight of 5:1 infringements are unavoidable • Dangerous goods not to be shipped from this location • Approved friction surface - no net • HMS Rev.9B fitted - CAA Dispensation for ATEX Lights 	5:1 Entire length of vessel, port side. Various deck structures below helideck, aft. Shuttle tanker when connected will infringe sector. Misc HMS Repeater Lights not fitted
Captain FPSO	22.8	15.0	1			FPSO - bow deck <ul style="list-style-type: none"> • Aiming circle offset due to obstruction in LOS • HMS Rev.9B + lights fitted 	210° • HMS Rev.9A repeater lights 230mm Above ADL 150° Accommodation module (TLQ) 5:1 Fwd monitor/access platform marginally non compliant Misc Aiming circle offset due to proximity of accommodation module
Captain WPPA	22.8	14.0	F			Platform <ul style="list-style-type: none"> • Due to turbulence from a moving clad derrick, restricted overshoot and turbine exhausts (NB: turbulent segment will change within the sector depending on the position of the derrick). • Check position of derrick before departure or before approach. • No Limitations • Table 2 • No landings • Turbulence Reports Required • Approved Friction Surface 	210° Whip antenna on stair tower to south very close to OFS 5:1 East and west foam monitor/access platforms and platform structure SE and NE
Clair	22.8	15.0	F			Platform <ul style="list-style-type: none"> • Table 1(T) if overflight of foam monitor platforms is unavoidable. • Prohibited landing heading sector: 218°-234° due to infringements in the LOS • Aiming circle offset due to infringements in the LOS 	210° Crane tip inspection basket north side approx 20m from SLA, marginal infringement 150° Fuel Cabinet, handrails and Status light in LOS (East side) over-height, Sig 5:1 Foam monitor platforms either side of deck Misc Aiming Circle offset Turbine exhausts NE of helideck - No turbulence reports received.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Clair Ridge	20.9	13	F			Platform <ul style="list-style-type: none">• Table 1(T) if overflight of 5:1 items is unavoidable• Potential for turbulence from generator exhausts on east side of the helideck. No Turbulence reports received• Note: Overflight of the bridge between the QU and DP structures is not permitted.• DIFFS Fitted	150° Barriers in run-off area closest to helideck - marginal obstruction 5:1 Access points on the South, East and West and platform structure to the south and east infringe sector. Misc Turbine generator exhausts on East side of the helideck. Approved friction surface - no net
Claymore CAP	22.8	14.0	F	110-160 110-160 110-160 090-125	0-30 31-44 45+ 0-15	Platform <ul style="list-style-type: none">• Westerly flare lit• Due to turbulence<ul style="list-style-type: none">- No Restriction- Apply Table 2 weight limitations- Nil Landings• Easterly flare lit<ul style="list-style-type: none">- Apply Table 2 weight limitations due to exhaust gases drifting over helideck and degrading performance.• In all conditions• Table 1(T) if over-flight of East Monitor platform is unavoidable on take off• Approved friction surface - no net	210° Reduced to 204° by Claymore A platform and Claymore CAP crane 5:1 East, South and North monitor platforms Small antennas fitted to each monitor/access platform
Clyde	22.2	9.3	F			Platform <ul style="list-style-type: none">• Table 1 (T) if overflight of the safety net at the southern end of east foam monitor platform is unavoidable• Approved friction surface - no net• Cleared for EC225 & S92	5:1 Southeast foam monitor platform approx 5.6m from edge of SLA Deck structures below helideck east side West and east cranes when in rest
Cormorant Alpha	22.8	14.0	F			Platform <ul style="list-style-type: none">• New derrick modular structure in place (March '23)• Aircrew to submit turbulence reports if encountered.• Table 1(T) if overflight of 5:1 infringements is unavoidable.• Approved friction surface - no net• Aiming circle offset	5:1 N & S foam monitor pits Accommodation module to west Lower E side of platform Misc Aiming circle remains offset at request of operator Note: flare may contribute to turbulence



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Culzean ULQ	22.8 0	15.6	F			Platform • Table 1(T) if overflight of 5:1 obstructions unavoidable • Approved friction surface - no net.	5:1 North and south access platforms infringe sector by approx. 3.60m from edge of SLA
Dunbar	22.2	9.3	F			Platform • Table 1(T) if overflight of the West Foam Monitor is unavoidable • Approved friction surface - no net • Cleared for EC225 and S92	210° Folded access handrails 330mm adl North foam monitor 350mm adl 5:1 North, South & West Foam Monitor Platforms
East Brae	22.8	14.0	F		• 335-035 • 0-30 31+	Platform • No restrictions - Possible turbulence Turbulence reports requested to assess above. • Table 1(T) if overflight of S&W foam monitor platforms unavoidable	210° East crane when in rest 5:1 South & west foam monitor platforms. Various deck structures below helideck on west and east sides.
Eider	22.8	21.0	F			Platform • Table 1 (T) if overflight of the west side of deck and South monitor platform is unavoidable • New accommodation units fitted just below Helideck - Turbulence reports requested • Turbine exhausts below west side of helideck - Turbulence reports requested • Approved friction surface - no net	5:1 West side: platform accommodation modules 2m below, and deck area 20m below helideck, 8.7m from SLA South monitor platform 2.80m from edge of gutter with NDB aerials a further 1.5m
Elgin PUQ	22.8	15.0	F		• 015-055 All winds	Please ensure you obtain accurate wind speed & direction early en route to plan your approach • Possible turbulence from Turbine Exhaust and Exhaust Stack • Table 1 (T) for all operations due to anti turbulence panels. • No restriction	210° Fixed Handrails and Refuelling Cabinet (south-east) 1.15m, Monitor A (north) 400mm, Monitor B (west) 500mm, Monitor C (south) 450mm, Glass Dome (west) 550mm, Small Dome (west) 300mm 150° Handrails 1.15m ADL at 1.25m from SLA (run-off north) if not collapsed 5:1 West Foam Monitor Platform 1.8m from SLA



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Erskine	19.5	11	F			NUI - H2 compliant - Not automated. • Unlit cold gas vent pipe protrudes clear of installation to the north - approx 16 ft adl • Gullscat bird scaring system - beware loud irregular noises	Misc • RFFS Not automated • Approved Friction Surface - no net
ETAP	22.8	14.6	F			Platform • Status Light not fitted – in the event of a detected gas release Platform will alert crew by radio communication • Approved Friction Surface - No net	210° Antenna wave guide support bar - marginal infringement Misc Status Light not fitted
Forties Alpha	22.2	9.3	F			Platform • Due to Turbulence from structure & Hot emissions • No Restriction • Apply Table 2 limitations • No Landings • Table 1 (T) if overflight of the fuelling pit and the north access perimeter net is unavoidable. • Frictape Netlights fitted - Netlight measurement to be carried out before 310323 • Cleared for S92	150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) North access perimeter net
Forties Bravo	22.2	9.3	F			Platform • Due to Turbulence from structure & Hot emissions • No Restriction • Apply Table 2 limitations • No Landings • Note For wind speeds greater than 40kts, consideration should be given to operating at a lower AUW than the Table 2 limit, due to severe turbulence – Crew discretion. • Table 1 (T) if overflight of the fuelling pit and north access perimeter net is unavoidable • Cleared for S92 & EC225 • Continuous Flight Watch cannot be guaranteed due to the lack of a back up system • Frictape net lights fitted	150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) North access perimeter net Misc No UPS for radio system



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Forties Charlie	22.2	9.3	F			Platform • Due to Turbulence from structure & Hot emissions • No Restriction • Apply Table 2 limitations Note For wind speeds greater than 40kts, consideration should be given to operating at a lower AUW than the Table 2 limit, due to severe turbulence – Crew discretion. • No Landings • Table 1 (T) if overflight of the fuelling pit and north access perimeter net is unavoidable • Continuous Flight Watch cannot be guaranteed due to the lack of a back-up system • Cleared for S92 • Netlights fitted	210° Foam tank, monitor & floodlight in south monitor station 150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) North access perimeter net Misc No UPS for radio system
				•195-225	•0-25		
				•195-225	•26-44		
				•195-225	•45+		
Forties Delta	22.2	9.3	F			Platform • Due to Turbulence from structure & Hot emissions - No Restriction - Apply Table 2 limitations - No Landings Turbulence Reports requested. • Note For wind speeds greater than 40kts, consideration should be given to operating at a lower AUW than the Table 2 limit, due to severe turbulence – Crew discretion. • Table 1 (T) if overflight of the fuelling pit and north access perimeter net is unavoidable • Frictape net lights fitted • Cleared for S92	210° North & south foam monitor handles North foam tank 150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) North access perimeter net
				•195-225	•0-25		
				•195-225	•26-44		
				•195-225	•45+		
Forties Echo	22.2	9.3	F			NUI - Cyclically manned • Table 1(T) if overflight of North foam monitor platform unavoidable • Gull Scat fitted (Bird scaring system - irregular loud noises) • Cleared for EC225 & S92 • Frictape net lights fitted - fitment check due before 310323	5:1 Foam monitor platforms (NE & SW)



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
FPF 1	22.0	12.6	1			Semi Sub - Production vessel • Potential thermal turbulence from Emergency Generator exhaust Aft Platform will advise if in use. Turbulence reports requested • Table 1(T) if overflight of 5:1 items is unavoidable • HMS Rev.9B fitted. CAA Dispensation for ATEX lights • Approved friction surface	5:1 Port & Aft access platforms 2.5m from SLA Aft lifeboat station Misc HMS Repeater lights not fitted
Franklin	23	15.0	F			NUI • Gull Scat fitted (bird scaring system - irregular loud noises) • All weather information from Safe Caledonia / Elgin Platform (5Km) • Approved friction surface – no net • Table 1 (T) if overflight of the 5:1 infringements is unavoidable	210° Lifting padeyes and handrails NW & SW - marginal (painted in obstruction colours) 5:1 North and South access platforms infringe sector North horizontal flare boom and support cables (marginal) Misc No automatic fire-fighting facilities
Fulmar Alpha	22.8	21.0	F			Platform • Possible turbulence - Turbulence reports requested to assess above • Approved friction surface – no net • *C-H Lights U/S Daylight Ops Only*	Nil 5:1 Northt foam monitor platform approx 2.3m from edge of SLA
Gannet	22.8	14.3	F	° 001-040 ° 150-200		Platform • Possible turbulence due to proximity of turbine exhausts. Turbulence reports requested to assess the above. • Table 1 (T) if overflight of the 5:1 infringements is unavoidable • Restricted Landing Heading Sector avoid a/c nose in sector marked by dayglo orange on deck - tail may restrict access to the fuel pit. • Approved friction surface - no net	210° West crane luffing wires may infringe sector when boom in rest 5:1 SE foam monitor platform 4m from SLA Large turbine intakes on east side - approx 20m below deck West crane may infringe sector when in rest Misc Restricted access to/from helideck & fuel pit



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Glen Lyon	22.8	14.8	1			FPSO • Possible turbulence from turbine exhausts Turbulence reports requested • Table 1(L) for operations when Shuttle tanker attached – Approx. 80m aft of FPSO • Beware of cold venting from Tanker – maintain 300ft diagonal range clearance • Table 1(T) if overflight of 5:1 infringements unavoidable • Approved Friction Surface - no net • HMS Rev.9B fitted. CAA Dispensation for ATEX Lights	210° Shuttle Tanker when attached 5:1 Shuttle Tanker when attached Access platforms, various deck structures aft Misc HMS Repeater lights not fitted
Global Producer III	22.8	15.0	1			FPSO with BOW helideck = Cat 1 • Table 1(T) to be applied if overflight of foam monitor platforms is unavoidable • Aiming Circle offset due to obstructions in the LOS • Approved friction surface - no net • HMS Rev.9B fitted. CAA Dispensation for Atex Lights	150° HVAC shaft approx. 1.7m adl @ approx. 3.3m from SLA Helifuel skid approx 1.7m adl @ approx 3.3m from SLA 5:1 Foam monitor platforms infringe sector. - Fwd, Port and Starboard approx 3.7m from edge of SLA. Various deck structures port and starboard aft of helideck Misc HMS Repeater lights not fitted.
Golden Eagle	20.8 8	12.6	F	030 - 090	All	• Platform • Possible turbulence from turbine exhausts. (Turbulence reports requested - nil received) • Table 1 (T) if overflight of the North & South access points is unavoidable	5:1 North and south access points Main deck SE and NE corners NDB supports
Gryphon A	22.2	21.0	1			FPSO - Bow helideck • Port fwd crane to be stowed parallel with, & adjacent to, port aft lifeboat. • Circle offset fwd due to slight height restriction in LOS. • Approved friction surface - No Net fitted. • HMS Rev.9B fitted - CAA Dispensation for Atex lights	150° HLO Shelter 3.6m high at 6.7m from SLA Misc Refuelling pump running light coloured blue to differentiate from nearby amber General Platform Alarm (GPA) light. HMS repeater lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Haewene Brim	22.8	14.0	1			FPSO – Bow helideck • Table 1(T) if overflight of the forward monitor platforms cannot be avoided on take off • Remain clear of flare at all times due to automatic ignition of released gases • HMS Rev.9B fitted. CAA Dispensation for ATEX Lights • No A/C start unit available	150° Guardrail on aft walkway up to 0.9m adl 5:1 Forward foam monitor platforms (port & stbd) approx 3m from edge of SLA Bridge wings Port and Starboard Misc Flare is live at all times but flames intermittently Flare ignited or floodlit during hours of darkness HMS Repeater lights not fitted
Harding	22.8	14.3	F			Platform • Prohibited landing heading sector: 230°-250° due to proximity of accommodation module. Caution at NIGHT - marking not conspicuous • Table 2 due to turbulence from turbine stacks/derrick *Turbulence reports requested* • Table 1(T) If Overflight of NW & SW foam monitor platforms is unavoidable. • Aiming circle offset due to infringements in the LOS • Approved friction surface - no net	210° Reduced to 204° by accommodation module 150° Guardrail, hydrants, hose-reel & extinguishers up to 1.14m adl Accommodation module 6m adl 5:1 NW & SW foam monitor platforms 2.8m from SLA Helifuel storage area to north extends 6m from SLA
Heather A	22.2	9.3	F			Platform Due to turbulence from accomodation module: • No Restriction but expect moderate turbulence when w/s above 20kt • Table 2 • No Landings • Possible Turbulence from turbine exhausts Reports requested to assess above • Table 1 (T) if overflight of North access platform unavoidable No over flight of South accommodation due to aerals and MET equipment • Frictape Netlight system installed • Cleared for S92	5:1 North access platform South accommodation block



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ineos Unity	22.8	15.0	F			<ul style="list-style-type: none"> • NUI - H2 Compliant with DIFFS • Table 1 (T) if over flight of western access cannot be avoided 	210° Perimeter nets outer edges @ 350mm adl West access fixed handrail @ 300mm adl Speakers on perimeter line N, S, E & W @ 300 - 340mm adl 5:1 Western access perimeter net Misc Approved friction surface – no net
Jade	19.5	9.3	F			NUI <ul style="list-style-type: none"> • Accommodation stairwell roof 0.5m adl infringes LOS • Table 1(T) if overflight of east access is unavoidable • Gull scat fitted (bird scaring system - loud irregular noises) • See Bristow CPN 2016 - 08 	150° Accommodation stairwell roof 2m from SLA - 20° PLHS painted in NE corner. For S92 ONLY - PLHS extends from 010° to 150° Fire monitors marginally infringe LOS 5:1 Emergency access east side and platform structure to the SW Misc No automatic fire-fighting facilities S92 operations are Bristow only
Jasmine	22.3	12.8	F			Platform <ul style="list-style-type: none"> • Table 1(T&L) if overflight of the 5:1 infringements is unavoidable 	5:1 South and West monitor platforms Various deck structures N & NW sides Misc •Approved friction surface - No Net
Judy	22.2	9.3	F	141° to 161° All		Platform <ul style="list-style-type: none"> • Table 1 (T & L) if overflight of the south / east and west monitor platforms is unavoidable • Prohibited Landing Heading Sector & Offset TD/PM - HLO Refuge • Cleared for S92 	150° HLO refuge 330mm from edge of SLA and 1m adl 5:1 Perimeter net at south foam monitor platform Foam monitor platform east and west side various deck structures below helideck west side Misc NDB Unserviceable
Kittiwake	22.2	12.6	F			Platform <ul style="list-style-type: none"> • Table 1 (T) applies if Overflight of 5:1 items unavoidable • Operations cleared for 12,600kgs • Approved friction surface - no net Caution deck surface is lifting up in places causing a potential FOD hazard and raising concerns about it's friction properties. Deck Condition Reports required (with pictures if possible) to enable the situation to be monitored	5:1 Access points and platform structure N/W and N/E infringe sector. Misc Metal strips on deck surface periodically become loose



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Lomond	22.2	14.0	F	045-085		Platform <ul style="list-style-type: none"> • Table 1(T) to be applied if overflight of foam monitor platforms unavoidable • Offset aiming circle due fuel cabinet. • Approved Friction Surface - no net 	210° Monitors are approx. 350mm adl to nozzle. Perimeter net supports approx 300mm adl. 150° Refuel cabinet 1m from SLA 800mm adl 5:1 N & SW foam monitor platforms Modules North side of Helideck and various deck structures below helideck on North side.
Magnus	22.8	21.0	F	<ul style="list-style-type: none"> • 100-140 • 040-100 	<ul style="list-style-type: none"> • <35 • 36-44 • >45 • All 	Platform <ul style="list-style-type: none"> • No Restrictions • Table 2 • Nil Landings • Possible turbulence due to turbines and flare stack Turbulence reports requested • Table 1(T) if overflight of access platform (SW) unavoidable • Approved friction surface - no net 	210° SW foam monitor and adjacent telecoms equipment - marginal infringement. 5:1 SW Access platform infringes sector
Mariner A	26.1	15	F	<ul style="list-style-type: none"> • 065-135 • 065-135 • 065-135 	<ul style="list-style-type: none"> • 0-25 • 26-44 • 45+ 	Platform <ul style="list-style-type: none"> • No restriction • Table 2 (temperature rise more than +2C above ambient) • No Landings • Turbulence reports requested • Table 1(T) if overflight of 5:1 infringements unavoidable • Approved friction surface - no net required 	210° LOS infringement when aircraft parked in run off area 5:1 Walkways at widest point approx. 3.2m from edge of SLA. Various deck structures below helideck level South side of helideck
Mariner B	20.9	16	1			FSU - Stern Deck Port side <ul style="list-style-type: none"> • Table 1(T) if overflight of port access platform unavoidable • Table 1(T&L) if overflight of shuttle tanker (when attached) is unavoidable. • HMS Rev.9B fitted. CAA Dispensation for ATEX Lights 	150° Folding handrails on main access point are 0.75m over height if left up 5:1 Port access platform infringes sector - 3m from edge of SLA Various deck structures below helideck to starboard (fwd & aft) Shuttle tanker (when attached) Misc HMS Repeater lights not fitted.
Montrose A	22.2	9.3	F			Platform <ul style="list-style-type: none"> • Table 1(T&L) if overflight of north side of platform is unavoidable. • Cleared for EC225 & S92 	5:1 Accommodation module, north side of helideck, approx 20m from SLA. South crane boom tip approx 3m from SW edge of netting when in rest.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Moray West OSP 1	N/A	N/A	0			<ul style="list-style-type: none"> • Offshore Substation Platform • Winching only 	
Moray West OSP 2	N/A	N/A	0			<ul style="list-style-type: none"> • Offshore Substation Platform • Winching Area Only 	
Mungo	22.8	14.6	F			NUI - H2 Large compliant - DIFFS fitted <ul style="list-style-type: none"> • Table 1(T) if overflight of crane jib tip cannot be avoided • Approved friction surface - no landing net 	5:1 Crane tip on South West side; Access platform & Cold flare boom East side Misc Gull Scat fitted - Loud irregular noises
Nelson	22.8	14	F			Platform <ul style="list-style-type: none"> • Turbine exhausts East side of helideck. Possible temperature rise and turbulence • Table 1(T) if overflight of SW foam monitor platform is unavoidable • Risk of COLD FLARING - flare is not continuously lit • Circle and H Lights fitted 	5:1 South foam monitor platform 3m from SLA Misc Approved friction surface - no net Flare is not continuously lit.
Ninian Central	22.2	9.3	F			<ul style="list-style-type: none"> • Platform • Due to Mechanical Turbulence from the structure <ul style="list-style-type: none"> • No limitations • Table 2 weight restriction • Nil Landings Turb. Reports mandatory for all flights in the sector 110-195 at winds above 10Kts • Cleared for S92 • Caution for night ops - both flare booms poorly lit 	5:1 Access platforms Stairway and Hose bunker (NW) Hose bunker, Lifeboat and superstructure (S) Misc Poor illumination on flare towers. Approved friction surface - No net.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ninian Southern	22.2	9.3	F			Platform <ul style="list-style-type: none">• Table 1(T) if overflight of 5:1 infringements unavoidable..• Table 2 (T & L) due to possible turbulence from turbine stacks.• Nil Landings.• Turbulence reports required whenever the wind is in this sector..• Approved friction surface - no net.• Cleared for S92.	210° Valve above east hydrant housing - approx 400mm adl. East crane cab (when boom in rest) is marginal infringement. Handrails below east crane cab - approx 0.5m adl. Aircraft tie downs approx 35mm adl. 5:1 No 4 Lifeboat (SW) approx 30m below deck level. Accommodation roof and East access stair roof.
North Cormorant	22.8	21.0	F			Platform <ul style="list-style-type: none">• Possible Turbulence due to Flare and turbine exhausts.Exercise cautionTurbulence reports requested• Table 1 (T) if over flight of East or West sides of helideck is unavoidable	5:1 West - foam monitor platform, adjacent perimeter net, stairs, landing area, satellite dishes, crane boom and rest East - satellite dishes, turbine exhausts, temporary scaffolding, crane boom and rest South - NDB antennas extend approx. 700mm beyond perimeter net Misc Approved friction Surface – No Net
North Everest	22.8	14.0	F			Platform <ul style="list-style-type: none">• Possible turbulence (Turbine Exhausts) - no reports received.• Table 1 (T) if overflight of foam monitor platforms unavoidable• Aiming circle offset due to former obstruction in LOS	210° Chevron has been reduced from 208.5° to 206° 5:1 NW & SW Foam monitor platforms. Main structure and SAT dishes to NE
Piper B	22.8	14.0	F			Platform <ul style="list-style-type: none">• Possible turbulence• Overflight of NW & S foam monitor platforms on take off	210° • Outer edges of perimeter nets approx 300mm adl 150° • Handrails in front of helifuel tank access walkway • Helifuel tank transit cage 5:1 • NW & S foam monitor platforms



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Saltire A	22.8	14.0	F			<p>NUI - Cyclically manned</p> <ul style="list-style-type: none">• Daylight Ops Only due to failed TD/PM & H lights• Table 1(T) if overflight of West Foam monitor platform unavoidable• Aiming Circle Offset due to Fire Extinguisher platform in LOS <p>Note: when unmanned, the Saltire GPA and Platform Wave Off lights may not function - All Initial unmanned landings and de-manning flights must have a signed Risk Assessment from the platform operator.</p>	<p>150° Fire extinguisher platform by chevron over height - aiming circle offset to mitigate.</p> <p>5:1 SW Foam monitor platform.</p> <p>Misc Only 6 tie-down points available on deck GPA & Status Lights isolated when platform is unmanned. TD/PM & H lights not all functioning Approved Friction Surface - No net.</p>
Scott	22.8	14.6	F			<p>Platform</p> <ul style="list-style-type: none">• Table 1(T) if overflight of south access unavoidable• Approved friction surface - no net	<p>210° Tip of north crane boom when in rest</p> <p>5:1 South access platform Various deck structures on North and East side of installation</p> <p>Misc Approved friction surface - no landing net Tranberg Circle and H lights fitted</p>
Shearwater	22.8	15	F	005-080		<p>Platform</p> <ul style="list-style-type: none">• Possible turbulence (turbine exhaust) Turbulence reports requested to assess above• Table 1(T) if overflight Fire monitor platforms unavoidable.• Approved friction surface - no net.• Avoid overflight of Valaris 122 on Approach / Departure - refer to TLN 31-2022	<p>5:1 East & West Fire monitor platforms extend 4.5m from SLA</p>
Solan	20.8	12.6	F		8	<p>Platform - H2 Large compliant - DIFFS fitted</p> <ul style="list-style-type: none">• Table 1(T&L) if overflight of the access platforms is unavoidable• Approved friction surface - no net fitted.	<p>210° Wind sensor on top of pressure vessel NW of helideck (marginal)</p> <p>5:1 Access platforms (NW) 4.2m and (SW) 3.2m from SLA</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Tartan A	22.2	9.3	F			NUI - Cyclically manned every 3-weeks • Daylight Operations Only due to circle and H and derrick obstruction light failure • Table 1(T) if overflight of accommodation module unavoidable • Approved friction surface - no net • Cleared for S92 • No fuel available	5:1 Accommodation module (N) Misc Circle and H and derrick obstruction lights failure
Tern A	22.8	21.0	F	• 295-355	• 0-35 • 36-44 • 45+	Platform • No restriction - Table 2 due to turbulence from turbine exhausts - Nil Landings - Turbulence reports requested Caution: Engine surges have been experienced by aircraft during take-off, even in lighter winds". • Table 1(T) if over flight of west side of helideck is unavoidable.	5:1 Accommodation module & decks on west side Crane boom in rest, and stair tower east side
Thistle A	20.8 8	9.3	F	• 356-058 deg	• All	Platform • Table 1 (T) if overflight of 5:1 infringements unavoidable • No landings due to turbulence from Aggreko HV power unit exhausts. Turbulence Reports required to assess sector Restriction does not apply when power unit switched off as notified on the rig weather • Cleared for S92 *Helideck Certificate Expiry 28 June 2024*	210° OFS Reduced to 209° due to red crane South West side 5:1 Accommodation unit (W) Foam monitor platform (W) Satellite dish (W) Misc Approved friction surface - no net
Tiffany	22.8	14.0	F	020-080		Platform • Possible turbulence from exhaust towers NE of deck and large solid structures at base of derrick • Table 1(T) to be applied if overflight of 5:1 obstructions unavoidable.	150° Sector infringed if aircraft parked in run-off area 5:1 East side satellite dome platform E, W, & S foam monitor platforms and stairways



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Triton	22.8	15.0	1	• 030-050 rel to ship hdg	• 0-15	FPSO • Possible turbulence due to turbine exhausts. Turbulence reports requested Non received. • Overflight of the port foam monitor platform and shuttle tanker to be avoided on take off • HMS Rev.9B fitted. CAA Dispensation for ATEX lights	5:1 Port foam monitor platform Shuttle tanker astern (if attached) Misc Shuttle tankers connect to stern of vessel approximately every 10 days. HMS Repeater Lights not fitted
West Franklin	21	12.8	F	60-100 310-320		NUI • H2 RFFS Large Compliant - Automatic DIFFS Fitted • Wind data may be inaccurate due to; - helideck - crane • No shut-downs due to insufficient tie-down equipment	210° Clear Misc No helicopter starter unit
Western Isles	20.8	12.8	1 8			Circular FPSO • Table 1 (T) if over flight of port and starboard access platforms and deck structures unavoidable • Possible turbulence from turbine exhaust port aft of helideck • Turbulence reports requested. • HMS Rev.9B fitted - CAA Dispensation for ATEX lights	5:1 Access platforms infringes sector approx. 4.20m from edge of SLA. Various deck structures below helideck starboard side. Misc HMS Repeater Lights not fitted - awaiting delivery