



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 • Helicopter operations permitted whilst afloat provided crane is clear of the 210 sector and subject to helicopter operator approval. • 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
Altera Wind	20,8	14,6	1		8	Shuttle Tanker - Cat 1 midships port helideck •Table 1(T) if overflight of main decking unavoidable •HMS rev9b Software fitted. •Helideck net to be fitted during flight operations in Norway •HMS Rev.9B + Repeater Lights Fitted	Sig 5:1 Main decking forward, aft and starboard of helideck Starboard side 16m to edge of vessel Misc Dual agent not fitted (Norwayonly)
Amazon Conqueror	22.8	15.6	3			Seismic Vessel CAT 3 Bow Helideck • Daylight Operations only - No circle & H lights UKCS / UK Aircraft • HMS Rev.9B + Lights fitted • Approved Friction Surface • Norway only - helideck net must be fitted during flight operations	Misc Dual Agent not fitted - Norway only before UKCS operations* *Vessel to contact HCA
Amazon Warrior	20.8	15,6	3		8	Seismic Vessel – Cat 3 bow mounted helideck • Daylight operations due to lack of TD/PM+H lights (UK only) • 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 • HMS Rev.9b • DIFFS fitted	Misc No DGbA trained shipper available



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Amundsen Spirit	20.8	12.8	1		8	<ul style="list-style-type: none"> • 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) • HMS Rev 9b. + Repeater Lights Fitted 	5:1 Main deck starboard of helideck Misc No Circle and H Lights fitted
Apollo	22.2	12.8	1			SEV (Self Elevating Vessel) <ul style="list-style-type: none"> • 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 	5:1 Access & deck structures stbd aft Access & deck structure starboard + luffing wires of crane when in rest Misc Approved friction surface - no net
Argeo Searcher	19.5	9.3	2			Seismic vessel - Cat 2 Midships helideck <ul style="list-style-type: none"> • Daylight operations only - UK Waters and UK reg Aircraft. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • Shoreconnection HMS rev.8c fitted - no repeater lights. • 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 • Friction test valid to 16 Nov 2025 - no net need (except Norway). 	210° Telecom mast, satellite domes , windsock 4m adl, 32m aft of helideck. Crane port side / aft 18m from SLA at 4.7m ADL when in rest. Top of ROV hangar port side /aft 14m from SLA at 0.56m ADL. Norway only: Handrails 250mm ADL when folded - access platforms. 5:1 Main deck area aft of helideck. Seismic arrays - when deployed. Misc Circle and H lights not fitted. Norway only: Helideck Audio / Video and Dual Agent not fitted.
Atlantis Dweller	20.9	12t	3			<ul style="list-style-type: none"> • 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 	210° Folded handrails exceed helideck level by 20cm (ref. NCS - BSL D 5-1 §27) Misc Approved Friction Surface No DG to be uplifted from this vessel Dual Agent station not fitted (required for operations in NCS - ref. FOR-2021-03-18-815 §41 and §44)



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Audacia	22.2	12.8	1	315-045 Rel to bow		Pipe Laying Vessel - stern helideck •Table 2 due to superstructure and funnel on starboard side •Table 1(T) if overflight of 5:1 infringement unavoidable •Daylight operations only - (UKCS Only) •Maximum single pax weight 150kg due to inbound pax scale weight range	5:1 Taut wire unit on port side when lowered, Aft Foam monitor platform infringe sector approx 3.20m from SLA
Aurora Spirit	20,8	14,6	1	8		Shuttle tanker • Amidships helideck port forward • Table 1(T) if overflight of main decking unavoidable • HMS Rev 9b. + Repeater Lights Fitted	Sig 5:1 Main decking forward, aft and starboard of helideck Misc Norway only: Dual agent not fitted (info to helicopter operators NCS).
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 • Daylight Operations Only - no circle & H lights (CAP437 areas only) • Maximum single pax weight of 150kg (due to inbound pax scale weight range) • No DG uplifted from vessel by helicopter	210° Cranes - Port and Stbd - Crane rest Port side 5:1 Port side: Deck area & lifeboats Starboard side: Deck area & Lifeboats fwd
Blue Tern	22.8	14.6	1			Jack Up • 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 • No dule agent Norway	210° Crane Boom when in the rest. 5:1 Port & Stbd access monitor platforms Aprox 4.5 m outboard of helideck and 2.5m below and lifeboats Misc Helideck net MUST be fitted in Norway



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Boka Atlantis	22.2	12.0	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 operations only - No TDPM & H lighting • HMS Rev.9B & lights fitted	Misc TD/PM+H Lights not fitted Poor friction on Aiming circle - Net fitted Norwegian non-compliance for dual agent and CO2 extinguisher
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 • Non approved friction surface - Net must be fitted	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 • No Dgs to be uplifted from vessel	Misc No Circle/H lights fitted HMS Rev.9B + Lights fitted *To operate this vessel in the NCS please contact the HCA*
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 No Dual Agent - Norway
Boreas Enabler	20.9	12.6	3			OSV: • CAT C - Bow Deck • Daylight Ops only - No C-H lights • HMS Rev 9b fitted & deck repeater lights	



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Brave Tern	22.8	15.6	1			CAT 1 - Self-propelled Jack up - Bow deck • Nav mast light MUST be raised for all helicopter operations • Crane MUST be aft of forward legs for all helicopter operations • Helideck MUST be raised and forward for all helicopter operations	210° Crane Boom & Nav light mast outside of notified helicopter times. Misc Helideck net MUST be fitted in Norway
Castorone	22.2	12.8	1			Pipe Laying Vessel Net to be fitted for all operations • Table 1 (T) if overflight of 5:1 Items are unavoidable • Possible Turbulence - Bridge structure if wind from stern Turbulence reports requested to assess above	210° Marginal infringement of static storage facilities for fuel transit tanks on starboard side 5:1 NDB Aerial outboard of forward access platform
Connector	20.8	12.8	3			Offshore Construction Vessel • Cat 3 - Bow deck • Table 1(T) if overflight of 5:1 items unavoidable • Daylight ops only - TDPM & H lights not fitted • No helicopter operations - No friction test +30Kts	5:1 forward access platform 3.5m from SLA
COSL Innovator	22.2	12.8	1	• 060-170 rel. To rig hdg	• 15-30 • 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 + Lights fitted. • Helideck net to be fitted for flight operations in Norway.	210° Norway only: Handrails 150mm ADL when folded.
COSL Pioneer	22.2	12.8	1	• 090-170 Rel. To rig hdg	0-15kts 16-30kts 31+kts >30kts	•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 • No Landings due to insufficient friction (CAP437 Areas only) • Helideck Net Fitted	210° • Accesshandrails are 10 to 20 cm above deck level when folded, at each access platform. • 210° OFS swung 10° anti clockwise



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Crossway Eagle	22.8	14.6	1	150-210 rel. to deck hdg.	All >30kts	Jack-up accommodation platform - CAT 1 Stable deck conditions (1° Pitch/roll & 0.4m/s heave rate) UKCS whilst afloat. Frictape helideck net with integrated Circle and H lights fitted. 30kts wind limitation UKCS when net removed - insufficient friction. Helideck swung 5° clockwise (seen from above). Possible turbulence when wind through jack-up legs with winds from 150-210 degrees relative to helideck heading.	210° PA speakers approximately 230mm ADL - at port, stbd and fwd. deck edges. Starlink antenna approximately 50cm ADL at 6.3m from SLA aft and starboard side of helideck. Norway: Handrails 250mm ADL when folded. 5:1 Forward foam monitor / access platform marginally infringes sector. Platform 2m from SLA with handrails 25cm above deck level. Equipment / Nav light extends approximately 2,5m from SLA at approximately 1,5m below deck level. Misc CFD Report not seen (Computer Fluid Dynamics analysis).
Current Spirit	20,8	14,6	1			Shuttle tanker – Cat 1 helideck •Amidships helideck port forward •HMS Rev.9B + Repeater Lights Fitted •Table 1(T) if overflight of main decking unavoidable •No DG uplifted from vessel by helicopter No flight operations in the UKCS due to no ROCC	Sig 5:1 Main decking forward, aft and starboard of helideck Misc • Frictape Netlights fitted • Dual agent unit not fitted - Norway only
Dan Swift	22.2	12.8	2			Accommodation Vessel Table 1(t) if overflight of 5:1 items is unavoidable • No Circle/H lights fitted - Daylight ops UK only • Rev. 9B HMS and lights fitted	Sig 5:1 Main deck aft of helideck Misc DIFFS fitted. No net Exhausts aft of deck may cause turbulence. No reports received
DCV Aegir	22.8	15.6	1			Crane Barge • Table 1(T) if overflight of 5:1 items is unavoidable • HMS rev. 9B and repeater lights fitted • Approved friction surface • No fuel available • The vessel MUST contact HCA before operations in UK and Norway	150° Vent duct and lift housing 2.4m from sla @ 1.16m adl. Painted in yellow and black obstruction markings 5:1 Wave radar at fwd access approx 3.6m from and 0.3m below helideck Misc Helideck net must be fitted in Norway
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		8	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. • Approved Friction Surface • HMS Rev.9B + Lights fitted	Misc TD/PM+H lights fitted but more than 90% U/S
Deep Energy	20.8	12.8	3		8	Pipe-Laying Vessel • Cat 3 Bow Helideck - Day ops only when vessel into wind. • Daylight operations only UK Sector. • Kongsberg HMS 300 Rev.9B + Lights fitted. • Helideck net to be fitted NCS during all flight operations. • Friction test valid to 5th Feb 2026 scoring 0.72mu average - no net needed outside Norway.	210° Norway only: Handrails approximately 200mm ADL when folded - at each access platform. Misc Circle and H lights not fitted. (Computer fluid dynamics) fitted. CFD report not seen. Norway: Dual-Agent not fitted. Norway: Ceilometer not fitted.
Deep Explorer	20.8	15	3		8	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 • HMS Rev.9B compliant: Lights fitted	210° Stairway, starboard aft of helideck - marginal infringement Misc TD/PM+H Net Lights available but not normally fitted.



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 • Daylight operations only UK Sector • Prohibited Landing Sector ± 22,5° of bow • Offset aiming circle • No DG from vessel by helicopter • No landings - Expired friction test UKCS • Helideck net to be fitted NCS • HMS Rev.9B + Lights fitted	150° Superstructure and antennas 5,2m aft of SLA Misc Circle and H lights not fitted Norwegian non - compliance - dual extinguishers
Deepsea Aberdeen	20.8	13t	1	160-230 deg rel to helideck hdg	0-20 21-34 35+	Semi-Sub • Due to turbulence from structure & derrick: - No restriction - Use Table 2 35-45kts limitation - Nil Landings Turbulence reports required for all turbulent sector approaches • 210 Sector swung 15 deg CCW and Aiming Circle Offset 0.1D fwd. -to increase clearance from fwd/port corner of Bridge / Weelhouse. • Table 1(T) if overflight of fwd foam monitor platform is unavoidable • Fugro HMS rev.9.2NO with Norwegian HMS Repeater lights fitted. • Helideck net to be fitted during all flight operations in Norway • No valid friction test -30kts wind limitation applies for UKCS • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS due to non-compliant HMS.	150° Wheelhouse walkway on fwd/port corner of Bridge infringes 2nd sector of LOS - painted in obstruction colours 5:1 Forward access platform extends 3.0m from SLA Port flare boom may infringe sector if deployed



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Deepsea Atlantic	21.4	13.0	1	150-225° rel. To deck hdg. 21-34	0-20 35+	Semi-Sub • Due to turbulence from structure & derrick: - No restriction - All types -Table 2 (T&L) Derrick structure. - No operations. • Possible hot emissions from turbine exhausts stbd /aft of helideck. • Turbulence reports required for all turbulent sector approaches. • 210 Sector swung 15 deg counter clockwise. • Table 1 (T) to be used if overflight of fwd access platform unavoidable • Fugro HMS rev.9.2NO with Norwegian HMS Repeater lights fitted. • Helideck net to be fitted during all flight operations in Norway • No valid friction test -30kts wind limitation applies for UKCS • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) UKCS • Daylight only UKCS due to lack of Circle and H lights.	210° Marginal infringement by control room walkway and railings 150° Wheelhouse walkway on fwd/port corner of Bridge infringes 2nd sector of LOS - painted in obstruction colours 5:1 Port forward access platform extends 3.6m from SLA. Port flare boom - when deployed
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 • *Maximum single pax weight "150kg" due to inbound pax scale weight range*	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. Repeater Lights fitted. •Insufficient friction - 30kts wind limitations apply (Unless net fitted)	5:1 Forward foam monitor platform Misc Circle & H lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Deepsea Nordkapp	22.8	14.6	1	Rel to deck hdg 135-225 135-225	25-35kts >35kts	Semi sub • To operate this vessel in the UKCS please contact the HCA. • CAT 1 helideck port fwd corner. • All types – Table 2 (L&T) – Derrick structure • No Operations • Table 1(T) if overflight of 5:1 infringements unavoidable (n/a NCS) • Fugro HMS Rev 9.2NO with red flashing repeaterlights only. • Stable deck conditions (1° Pitch/roll & 0.4 m/s heave) UKCS. • No valid friction test - 30kts wind limitation UKCS. (Net all times NCS) • No start unit - caution if shutting down.	Sig 5:1 Fwd access platform extends 3m from SLA (Not applicable NCS)
Deepsea Stavanger	20,8	13.0	1	155-230° rel.to helideck heading	25-35kts > 35Knots	Semi Sub • No operations UKCS - No HERTL / No aeronautical Radio operator. • Table 1(T) if overflight of 5:1 infringements unavoidable • All types – Table 2 (L&T) – Derrick structure • No Landings. (Update by Bristow Norway Feb 2025). • Helideck aiming circle offset and H swung 15° counterclockwise. • Infringement 150° sector marked with obstruction colours. • HMS rev 9.2NO with red flashing repeater lights fitted. • Stable deck conditions - UK Waters and UK reg Aircraft. • Daylight operations only - UK Waters and UK reg Aircraft.	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 No valid friction test -30kts wind limitation UKCS.
Dina Star	20.9	12.8	3			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 • Norway only: Helideck net to be fitted during flight operations.	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.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Energy Savannah	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 16.08.2026 - 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
Energy Sphynx	20.9 0m	12.8	3			MSV • CAT 3 Bow Helideck – Day Ops only when vessel into wind. • CAT 2 Night Ops permitted when vessel heading downwind. • No aeronautical radio operators - No helicopter operations UKCS. • Daylight operations only (UK waters & UK reg aircraft). • HMS Rev.9b + Lights fitted. • Friction test valid to 15 July 2026 - no net needed outside Norway. • Helideck net must be fitted during flight ops in Norway. • Possible turbine exhaust from aft port side of helideck.	Misc Circle and H lights not fitted. Dual Agent not fitted - Norway only
Ensco 120	22.2	12.8	1			Jack up • No flights while under tow • Helideck net fitted to achieve required friction standard • Dual Agent not fitted (Norway)	Misc Comprehensive electronic pitch, roll and heave measuring equipment not required when jacked up
Ensco 92	22.2	9.3	1			Jack Up (MODU) • Aiming Circle Offset due to LOS infringements • Cleared for S92 (11.9t) Note: • Stable deck conditions to apply whilst on tow i.e. maximum of 1 pitch & roll and 2m heave	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



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Erda	20.8	12.8	1		8	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	1			Heavy Lift Vessel - Bow deck Daylight Ops Only - No "Circle H" lights fitted Approved friction surface no net HMS Rev.9B & lights fitted	Misc No TD/PM + H Lights
Floatel Endurance	28.5	15.6	1			Semi Sub – Floatel •Possible turbulence from connected installation •Daylight Operations Only for UK Waters and UK reg Aircraft •Safe Deck construction - helideck net fitted. •Kongsberg HMS300 with Norwegian HMS Repeater lights fitted. •* Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)* • No planned A/C shutdowns - No A/C start unit	Misc Circle & H Lights not fitted
Floatel Superior	27.4	14,6	1			Floatel - CAT1 Helideck. • HMS Rev.9B + Lights Fitted. •Daylight operations only - UKCS. •Helideck net should be fitted only in Norway (DIFFS Fitted) •Valid friction test to 15.03.2026 - average 0,86mu	210° Antenna units 200mm ADL at fwd deck edge. Misc Circle and H lights not fitted
Floatel Triumph	22.8	15.6	1			Flotel • HMS Rev9b + Repeater Lights Fitted • Helideck net must be fitted due to poor friction score - passive deck •	5:1 Vessel structures port and starboard are close to 180 5:1 sector Misc Turbine exhausts port and starboard sides relative to the helideck - turbulence reports requested



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Fortitude	22.8	15.6	3			Multi-purpose construction vessel - CAT3 Bow deck <ul style="list-style-type: none"> • HMS Rev.9B + Lights fitted • Daylight operations - (UKCS only) 	
Frida Knutsen	26.1	12.8	1			Tanker - Amidships helideck port <ul style="list-style-type: none"> • Table 1(T) to be applied if overflight of 5:1 infringements • Helideck net to be fitted for operations NCS • Not certified for UKCS operations / UK registered aircraft • HMS rev.9b and repeater lights fitted 	Sig 5:1 • Walkway on starboard side of helideck and running central along vessel length approx 1m below and 3.4m from helideck <ul style="list-style-type: none"> • Main deck approx. 3m-5m (due to main deck camber) below helideck extending full length and width of vesse Misc No dual agent fitted (Norway)
Fugro Synergy	21	12	3		+30Kts	Light Drillship <ul style="list-style-type: none"> • 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			<ul style="list-style-type: none"> • Self propelled Jack up • Table 1(T) if overflight of 5:1 infringements unavoidable • Crane must be raised for helicopter operations 	5:1 Access point starboard forward 2.3m from SLA and vessel structure port side approx 10m from and below helideck Misc Non-compliant for operations in Norway - vessel MUST contact HCA before operations on NCS
Grampian Derwent	17.6	8.6	3			Service Operation Vessel (SOV) <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 • HMS Rev.9B 	Misc Caution if shutting down - no helicopter start unit Approved friction surface - no net



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Grampian Kestrel	20.8	12.8	3		8	<p>Work / repair vessel / PSV CAT3 bow helideck. HMS not fitted - Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. Approved high friction surface - no net needed (except in Norway). Helideck net to be fitted during flight ops in Norwegian waters. Possible hot emissions from engine exhaust aft of helideck, starboard side.</p>	<p>210° Handrails approximately 180mm ADL when folded - at each access platform aft of helideck. Low level fixed handrail on gangway aft of helideck at port side approximately 190mm ADL.</p> <p>150° Low level fixed handrail on gangway aft of helideck at port side approximately 190mm ADL - marginally infringe LOS sector 1.</p> <p>5:1 Nav light mast extends approximately 60cm from outer edge of perimeter net at approximately 30cm below helideck level - minor infringement of sector.</p> <p>Misc CFD report not seen. Norway: Dual-agent not fitted.</p>
Grand Canyon III	20.8	12.8	3		8	<p>Offshore Construction vessel - Cat 3 Bow deck • Cat 2 Night Ops permitted when vessel heading downwind NCS. • Daylight operations only - UK Waters and UK reg Aircraft. • HMS Rev.9B + Lights fitted • Friction test valid to 12.03.2026 - no net needed outside Norway. • Helideck net to be fitted for all flight operations in Norway.</p>	<p>210° HMS Repater lights 190mm ADL</p> <p>150° Fire-main pipe marginally infringes LOS - 29cm ADL at 2,2m from SLA.</p> <p>Misc Circle + H lights not fitted. Norway only: Dual-agent not fitted.</p>
Haeva	22.2	12.8	1			<p>Jack-Up • No helicopter operations whilst under tow • Pax weighing scales - max weight 150Kg</p>	<p>210° Handrails on forward port & starboard legs marginally infringe sector</p> <p>150° Second sector of LOS marginally infringed by accommodation</p> <p>Misc Comprehensive electronic pitch, roll and heave measuring equipment not available on site</p>
Haven	26.1	15.0	1			<p>Jack Up Accommodation Rig • Table 1(T) to be used if overflight of 5:1 infringements is unavoidable • Daylight operations only (UK Only)</p>	<p>150° Access handrail marginal infringement at 400mm adl, 2.5m from SLA - Railings on top of Helideck Control Centre marginal infringement 3m ADL, 6m from SLA - marked in obstruction colours</p> <p>Sig 5:1 Forward access platform 3.6m from SLA Lifeboats Port & Starboard</p> <p>Misc Circle and H lights not fitted No DGs to be uplifted from rig by helicopter</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
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 9b + Repeater Lights Fitted • 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
Havila Subsea	20.8	12.8	3		8	MSV - Multi Support Vessel •Cat 3 Bow Helideck – Day Ops only when vessel into wind. •Daylight operations only (UK Water and UK Reg Aircraft) •HMS Rev 9c + Lights fitted. (Provisional) •Approved High Friction Surface - no net outside Norway. •Helideck net to be fitted during flight operations in Norwegian waters.	210° Norway: Handrails approximately 230mm ADL when folded - aft access platforms. Misc CFD report not seen (Computer Fluid Dynamics). Norway: Ceilometer not fitted. No operations UKCS - CAP437 appendix K non-compliances. Circle and H Lights not fitted Norway: Dual Agent not fitted.
Havila Troll	20.9	13	2			Multi Field Standby Vessel •Kongsberg HMS 300 9.2NO with Norwegian red flashing repeater lights fitted. •Table 1(T) if overflight of aft deck area unavoidable •Offset aiming circle •Daylight ops only for UKCS and UK reg Aircraft due to Circle and H lights not fitted. •30 knot wind limitation for operations in UKCS - no valid friction test. •Helideck net to be fitted during flight operations NCS	150° Stairs access structure fwd. of helideck 2.43m ADL at 4.75cm from SLA. Marginal infringement / Approximately 26cm over height. Top of structure 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
HEA Hydra	22.2	12.8	1			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 - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)*	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.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
HEA Leviathan	22.2	12.6	1			4 Legged Jack-up Ship • Landing prohibited unless main crane boom & jib is in the raised position clear of OFS (210°)	Misc Crane boom/jib may be at rest on port side of deck outside of notified helicopter flight times
Heather Knutsen	22.8	14.3	1		+30Kts	Tanker • Daylight operations only - CAP437 areas only • No helicopter operations - No friction test - CAP437 areas only • 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 - CAP437 areas only • 2 x 150 deg LOS • Helideck net to be fitted for all flight operations in Norway.	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 HMS system Circle and H lights not fitted HMS repeater lights not fitted Norway only: Dual Agent not fitted.
Hercules	21.3	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 - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)* • 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. Misc HMS Rev.9B + repeater lights not fitted.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Hilda Knutsen	20.8	12.8	1			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) +30knots •No friction test. No landings in UKCS - Norway exempt • HMS connected to Norwegian HMS Repeater lights - red flashing. • Norwegian non-compliance with dual agent extinguishers • UK non-compliance with CAP437 App K	5:1 Decking on starboard side of helideck Misc Circle & H lights not fitted Heated helideck Helideck net installed
Ingrid Knutsen	20.8	12.8	1			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. +30Kts	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 • 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 (except Norway). • DIFFS fitted - no helideck net outside Norway. • HMS Rev.9B + Lights fitted	150° Bulkhead 2,17m from SLA at helideck surface level - Tigerstriped (slanting to 1.49m ADL at 3,35m from SLA). Exhaust pipes and Sat Domes approx. 2,5m ADL at 3.5m from SLA. Misc Circle and H lights not fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Island Frontier	22.2	12.8	3			Offshore Construction Vessel (OCV) •Cat 3, Bow deck •Table 1(T) to be used if overflight of forward access platform unavoidable •Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)* •Daylight operations only •No DG from vessel by helicopter	Sig 5:1 Forward access platform 3,5m Misc HMS Repeater lights not fitted Circle and H lights not fitted
Island Intervention	20.8	14.6	0		8	Offshore Construction Vessel (OCV) •Cat 3, Bow deck •Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)* •Daylight operations only	
Island Ocean	26.1	15.6	3			MSV - Multi Support Vessel • No operations UKCS - CAP437 non-compliances. • Cat 3 bow mounted helideck. • HMS Rev.9B + Lights fitted. • Helideck net to be fitted during flight operations in Norway only. • MP01 approved high friction surface - no net outside NCS.	Misc Norway only: Dual-agent not fitted. Norway: Only 2 access platforms, port and sbd aft. Wind sock not fitted - work in progress.
IWS Seawalker	18.0	8.6t	3		6	SOV •Cat 3 bow helideck - Day ops only when vessel into wind (Cap 437 compliant areas) •Cat 3 night ops permitted when vessel heading into wind (Cap 437 compliant areas) • HMS Rev 9B + Repeater Lights Fitted	Sig 5:1 Bow is 12m below and upto 7m from helideck level Misc •Circle and H lights fitted •Vessel MUST contact HCA before operations in Norway



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
IWS Skywalker	18.0	8.6	3		6	SOV •Cat 3 bow helideck - Day ops only when vessel into wind (Cap 437 compliant areas) •Cat 3 night ops permitted when vessel heading into wind (Cap 437 compliant areas) • No DGs from vessel • No Dual agent Norway • HMS Rev 9B + Repeater Lights Fitted	Sig 5:1 •Port & Stbd access platforms 2.6m from SLA & 2m below. Fwd bow 7m from SLA 12m below Misc •Landing net to be fitted for operations in Norwegian waters •Circle and H lights fitted • No approved shipper packer
IWS Starwalker	18.0	8.6	3		6	SOV •Cat 3 bow helideck - Day ops only when vessel into wind (Cap 437 compliant areas) • HMS Rev 9B + Repeater Lights Fitted • Circle + H Lights Fitted • Vessel MUST contact HCSA before operations in Norway	Sig 5:1 Vessel bow is approx 12m below and upto 7m from the edge of the helideck. Radar below emergency access potential infringement
IWS Windwalker	18.0	8.6	3		6	SOV •Cat 3 bow helideck - Day ops only when vessel into wind (Cap 437 compliant areas) •Cat 3 night ops permitted when vessel into wind (Cap 437 compliant areas) • No DGs from vessel • No Dual agent Norway • HMS Rev 9B + Repeater Lights Fitted	Sig 5:1 • Port & Stbd access platforms 2.6m from SLA & 2m below. Fwd bow 7m from SLA 12m below Misc •Landing net to be fitted for operations in Norwegian waters •Circle and H lights fitted • No approved shipper packer
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



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
JB 117	19.5	9.3	1			Jack Up • Daylight operation only - Circle & "H" lights not fitted • Landing prohibited unless crane boom/jib is clear of the 210 degree OFS • No helicopter operations whilst on the move	5:1 Crane boom & rest on starboard side infringes sector Misc Crane boom/jib may be at rest along starboard side of deck whilst outside of notified helicopter times
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 fricton 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 adl Generator housing 3.1m from SLA @ 3.8m adl Misc Anchor light must be lowered before helicopter operations NCS non - compliance for dual agent and C02 extinguishers UKCS non - compliance re. CAP437 Appendix K
Leonardo da Vinci	26,1	16,0	3			Cable Laying Vessel • Cat 3 Bow Helideck - Day ops only when vessel into wind. Cat 2 Night Ops permitted when vessel downwind. • Table 1(T) to be used if overflight of forward access platform unavoidable • HMS Rev.9B+Lights fitted. • No DG uplifted from vessel by helicopter	5:1 Forward access platform and search lights extend 3.9m from SLA
Les Alizes	22.8	14.6	1			Heavy lift vessel	
Linus	22.8	14.6	1	200-230 deg. rel. to deck heading	All	Jack up (MODU) • Possible turbulence from leg and derrick structures • Daylight Operations only (UK waters and UK reg aircraft) • HMS Rev.9.2NO - HMS repeater lights not fitted. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • No start unit onboard - caution if shutting down.	Misc Circle & H lights not fitted.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Living Stone	22.8	15.0	3			Cable installation & multipurpose vessel • Table 1(t) if overflight of 5:1 items is unavoidable • Cat 3 vessels daylight operations only (CAP437 areas only) • 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 Dual Agent not fitted - Norway only
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	210° •Port and Stbd and Forward Foam monitor / Access platforms handrails approx. 250mm ADL. Various lights up to 180mm ADL Sig 5:1 •Port and Stbd and Forward Foam monitor / Access platforms infringes sector.Aprox 1.5m below and 2m outwith Misc No DGs to be uplifted no qualified shipper packer
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 Operations Only - No circle & H lights (CAP437 areas only) • Table 1(T) if take off directly over bow unavoidable • HMS Rev.9B + Lights fitted • Approved friction surface (Net required NCS only). • Maximum single pax weight of 200kg due to inbound pax scale weight range	5:1 Forward tip of bow (N/A in NCS) Misc No Dangerous goods by air Dual agent unit not fitted (NCS only)
Noble 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 Misc No planned shut-downs. Helicopter power unit not available on board



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Noble 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 <ul style="list-style-type: none"> - Turbulence reports requested • Stable deck conditions (1 deg pitch & roll and 0.4m/s heave rate) HMS repeater lights not fitted (UK Waters only) • No Dangerous goods to be uplifted • To operate this vessel in either the UKCS or the NCS please contact the HCA 	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
Noble Endeavor	23	12.8	1			Semi-Sub <ul style="list-style-type: none"> • Instalation Name has been rebranded to Noble Endeavor • Note: Turbulance reports required for wind through derrick and other structures • No Limitation • Sector: 145-215 relative to helideck heading Comment: Table 2 • Sector: 145-215 relative to helideck heading Comment: Nil Landings • HMS Rev.9B fitted. Repeater Lights fitted 	210° HMS Status Light - 220mm ADL fwd & Aft corners
Noble Innovator	22.8	14.6	1	160-210 Rel to Rig Hdg	0-30 31-44 45+	Jack Up (MODU) <ul style="list-style-type: none"> • Due to Turbulence from derrick & superstructure: <ul style="list-style-type: none"> - 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 • *Perimeter Net panels removed during flight operations during period 26/10 - 2/11 - WX report to provide details* 	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		>30kts	<ul style="list-style-type: none"> Jack Up (MODU) • Table 1(T) if overflight of 5:1 infringements unavoidable • Marginal obstructions close to 150° LOS - black/ yellow tiger striped. • Possible turbulence with wind through forward leg • No start unit - caution if shutting down. • HMS Rev.9.2.NO with Norwegian HMS repeater lights - red flashing. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) UKCS whilst afloat. • Daylight only UKCS due to lack of Circle and H lights. 	<ul style="list-style-type: none"> 150° Marginal infringement by vent structure aft port of helideck. 2.05m from SLA and approximately 40cm ADL - tigerstriped. 5:1 Forward monitor and access platform extends 3.0m from SLA. Note: Up to 3.0m is allowed in Norway.
Noble Intrepid	22.8	15.6	F	• 070-090	>30 kts >30 kts	<ul style="list-style-type: none"> Jack Up (MODU) •Stable deck conditions to apply whilst on the move:= 1 Deg Pitch & roll 2m heave- UKCS & GB registered A/C •Table 1(T) if overflight of 5:1 infringements unavoidable •Table 2 limitation to apply due to mechanical turbulence from structure •Marginal obstructions in and close to 150° LOS (marked in obstruction colours) 	<ul style="list-style-type: none"> 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 HMS repeater lights not fitted.
Noble Invincible	22.8	15.6	1			<ul style="list-style-type: none"> Jack Up (MODU) • Table 1(T) if overflight of 5:1 items is unavoidable • Norwegian HMS Rev.9.2NO with red flashing repeater lights fitted. • Net to be fitted during flight ops. Whilst afloat in Norwegian waters. • No operations UKCS - CAP437 appendix K non-compliances. • UKCS - Stable deck conditions to apply whilst afloat. • UKCS - 30kts wind limitation, insufficient friction surface. • 	<ul style="list-style-type: none"> 210° • Norway only: Handrails at port, starboard and forward access platforms approximately 180mm ADL when folded. 5:1 Forward monitor and access platform and associated steel structure extends 3.0m from SLA: Misc HMS non-compliant with CAP437.
Noble Patriot	21.0	12.8	1			<ul style="list-style-type: none"> • Semi-Sub • Table 1(T) if overflight of 5:1 infringements unavoidable • HMS Rev.9B + Repeater Lights Fitted 	<ul style="list-style-type: none"> 5:1 Starboard winch house and access platform Port side life-boat station



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Noble Resilient	22.8	15.6	1			Jack Up • Table 1(T) if overflight of 5:1 items is unavoidable • Stable conditions only when in transit (+/- 1° pitch & roll, max 2m heave) Non-compliant HMS	5:1 Forward Foam Monitor Platform extends 2.8m from SLA Misc Crane wires marginal infringement 210 sector when stowed
Noble Voyager	22.8	14.6	1			• Drillship - bow helideck • Table 1(T) if overflight of fwd access unavoidable on take off • Fuel available • Stable deck conditions (1° Pitch/roll & 2m heave) non rev.9b HMS and repeater lights fitted (UK ONLY)	5:1 Forward access extends upto 3.6m from SLA
Nordri Enabler	18.1	8.6t	3			OSV: • CAT C - Bow Deck • No Dangerous Goods to be shipped • Daylight Ops only - UK Waters and UK reg Aircraft • HMS Rev 9b + lights fitted • DIFFS Fitted • Helideck net to be fitted for all flight operations in Norway • Remark helideck prior to next inspection - non-standard name	Misc Norway only - No Dual Agent Unit
Normand Drott	20.9	12.8	3		>30kts	AHTS – Anchor Handling Tug Supply • No operations UKCS - No HERTL for HLO. • Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. • Daylight operations only UK Waters and UK reg Aircraft. • No operations above 30kts - UK Waters and UK reg Aircraft • Helideck net to be used during flight operations in Norway only. • Shoreconnection HMS Rev.9B + Lights fitted	210° Norway only: Handrails at access platforms 25cm ADL when folded. Misc No Circle and H Lights CFD report not seen. Norway: Dual Agent not fitted. Norway:Ceilometer not fitted.



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. <p style="text-align: right;">Norway only:</p>
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. • No restriction • No helicopter operations - non valid friction test. • Landing Net to be fitted NCS - 30kts wind limitation not applicable. • Table 1(T) if overflight of 5:1 infringements unavoidable • DIFFS fitted • HMS rev9B + lights fitted. • NCS HLO training not approved for operations in UKCS	150° Day signal mast (if housed) 1.7m from SLA at 0.6m above deck level 5:1 Forward access platform including attachments at 3.6m from SLA 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 • Keel laid June 2005 (Norway) • Dual Agent station not fitted (Norway) • HMS Rev 9B fitted + repeater lights	Misc No Circle/H lights fitted No DGs to be shipped from this vessel
Normand Jarstein	26.1	16.0	3	All	30>	OSCV – Offshore Support & Construction Vessel • Cat 3 bow mounted helideck • Daylight ops only UK Waters and UK reg Aircraft • 30kts wind limitation when net not fitted - due to insufficient friction. • DIFFS fitted - no net UKCS (CAP437 Areas). • Helideck net to be fitted during flight operations in Norway. • HMS Rev.9B + Lights fitted.	210° Norway only - foldable handrails 230mm ADL when folded. At each access platform port / stbd / aft part of helideck. 150° Antennas on railing 85cm ADL at 2.9m from SLA.(Allowed in Norway) 5:1 Radar mounted on bow, extends 3.5m from SLA at 3.2m below deck. Misc Circle and H lights not fitted. Helideck friction <0,65 Norway only - Dual Agent not fitted.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Maximus	20.8	15.8	3			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 Repeater lights not fitted - Norway non-compliance. Dual Agent not HMS
Normand Mermaid	19.5	9.3	3			OSCV – Offshore Support & Construction Vessel • Cat 3 vessels daylight operations only (CAP437 areas only) • Daylight operations only - TD/PM+H lights not fitted (CAP437 areas only) • HMS Rev.9B + Lights fitted. • Landing net fitted *To operate this vessel in the UKCS please contact the HCA*	Misc Dual Agent not fitted - Norway only
Normand Navigator	20.8	15.0	3			Offshore Construction Vessel (OCV) - Bow helideck Cat 3 – Day Ops only when vessel into wind - UKCS only • Caution when approaching from asten. Whip aerials adjacent of sat domes • Table 1 (T) if overflight of the lower bow section unavoidable • HMS Rev.9B + lights fitted • Norwegian non - compliances - dual agent / foam and CO2 extinguishers. 210 sector infringements due to handrails	5:1 Bow approx 11 - 14m below and upto 19m from helideck Misc Whip Aerials adjacent sat domes Port and Stbd sides of Bridge Helideck net MUST be fitted for Norway



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Ocean	20.9	16.0	3		>30Kts	MSV - Multi Support Vessel • Cat 3 Bow Helideck - Day ops only when vessel into wind. • Daylight Operations only - UK Waters and UK Reg Aircraft • No flight operations above 30kts - UK Waters and UK Reg Aircraft • Helideck to be fitted all times NCS - no wind limitation. • HMS Rev 9b + repeater lights fitted. • Possible hot emissions from engine exhaust port side aft of helideck No aeronautical radio operators - No helicopter operations in UKCS	210° NCS Only: Access handrails - port / stbd and fwd access platforms. Handrails 25cm ADL, 30cm from SLA when folded - tigerstriped.HMS Repeaterlights 20cm ADL (UK non-compliance) PA speakers port deck edge 20cm ADL. Sig 5:1 Forward access platforms infringes sector. Extends 3,5m outwards from SLA. 1m to starboard side and 3,9m to port side horizontally with reference to forward deck edge centreline. Misc 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 • HMS rev9b + repeater lights fitted.	150° Foam feed pipe in first sector of LOS - marginal infringements 5:1 Deck aft - Port & Stbd Misc Circle and H lights not fitted Low friction reading circle and H No qualified shipper packer
Normand Prosper	20.9	12.8	3	All	31+	AHTS - Anchor Handling Tug Supply Vessel - • CAT 3 bow mounted deck • Daylight ops only UK Waters and UK reg Aircraft • 30kts wind limitation when net not fitted - due to insufficient friction. • DIFFS fitted - no net UKCS (CAP437 Areas). • Helideck net to be fitted during flight operations in Norway. • HMS Rev.9B + Lights fitted.	210° Norway only - foldable handrails 230mm ADL when folded. At each access platform port / stbd / aft part of helideck. Misc Circle and H Lights not fitted. Helideck friction <0,65 Norway only: Dual Agent not 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 C02 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 • No Dgs from vessel • HMS Rev 9B fitted 	5:1 Lower part of bow section infringes sector Misc • No qualified shipper packer • No dual agent (Norway) • No status lights (Norway)
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 • Helideck net MUST be fitted in Norway	Misc Norwegian non-compliance: Dual agent not fitted
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 14.03.2026 (Net required Norwegian waters)	Misc Circle & H Lights not fitted - Norway only. Cloud ceilometer not fitted. Norway: Cloud ceilometer not fitted. Dual Agent not Norway:



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Normand Vision	20.8	15	3		8	OSV – Offshore Support Vessel - Bow deck Note: • Cat 3 Bow Helideck – Day Ops only when vessel into wind • Cat 2 Night Ops permitted when vessel heading downwind. • Daylight operations in UKCS Only due to lack of TD/PM+H Lights • Approved friction surface (Net to be fitted for Norwegian operations) • HMS Rev 9b fitted + repeater lights	Misc Dual Agent not fitted (Norway) Clearance in 150°LOS for D-23 (AW101)
North Sea Enabler	20.8	12.8	3		8	• Cat 3 - Bow deck • Offshore Supply / ROV Vessel • Table 1(T) if overflight of 5:1 infringements • HMS Rev.9B + Lights fitted. • No dual agent system fitted (Norway only)	5:1 • Access points Port & Starboard aft infringes sector
North Sea Giant	20.8	12.8	3		8	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 • HMS rev.9B + Lights fitted • Daylight operations for UK Waters and UK reg. Aircraft. • Due to poor friction 30kts wind limitation when net removed. -Note: Net to be removed for operations UKCS - DIFFS fitted. • Landing net fitted for operations in Norway - no wind limitation.	210° Status Light forward deck edge 250mm ADL. Misc Circle and H lights not fitted No recent friction test completed. Dual Agent not fitted - Norway only.
Northern Ocean	17.5	6.8	3		>30	Service Operating Vessel - Cat 3 Bow deck Note: • Daylight Operations Only - Circle & H lights not fitted • Non-compliant Friction Surface: Stable Deck Conditions - Maximum of 1 Pitch & Roll and 0.4m/s SHR (CAP437 areas only)	Misc .
Ocean Greatwhite	22.8	14.6	1			Semi-Sub - Cat 1 • Approved Friction surface - No net • HMS Rev.9B fitted + repeater lights	Misc Dual agent unit not fitted (Norway only)



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Oceanic	22.8	15.6	3			MSV - CAT 3 Bow Helideck Shoreconnection HMS Rev.9B + Lights fitted Frictape with integrated Circle and H Lights fitted. No item above 150kg to be uploaded to helicopter - scale range max 150kg.	210° HMS repeater lights approximately 190mm ADL. Misc CFD report not seen (Computer Fluid Dynamics analysis). Norway: LUX report not seen. Norway: Audio and Video surveillance system not verified. Norway: Dual-agent not fitted. (Not required).
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.
Olympic Ares	20,8	16.0	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. • Table 1 (T) if overflight of forward radar antenna is unavoidable • HMS Rev.9B + Lights fitted. • Friction test valid until 14.11.2025 • Helideck net to be fitted for flight operations in Norway only. • Possible hot emissions from engine exhaust port side, aft of helideck. • No HERTL for HLO - No operations UKCS • Daylight only UK Waters and UK Reg Aircraft.	150° Railings 0.65m adl at 2.25m aft of helideck. (n/a in Norwegian waters). 5:1 Fwd radar antenna, 2.7m below helideck surface and 2.4m from edge of perimeter net. Misc Circle and H lights not fitted Agent not fitted fitted. Norway only - Dual Ceilometer not fitted.
Olympic Challenger	20.9	12.8	3			OSV – Offshore Support Vessel • Cat 3 Bow Helideck Not approved for UKCS operations • No circle & H lights. Daylight operations only - UK Waters and UK Reg Aircraft • HMS rev 9b + repeater lights fitted. Helideck net must be fitted in Norway NCS non - compliance: No dual gent	150° Windssock is approx 4.8m from edge of helideck approx 3m above helideck level



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Olympic Delta	20.8	12.8	3			<ul style="list-style-type: none"> OSV - Offshore Support Vessel Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. 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. No operations UKCS - HLO no HERTL certificate. 	<ul style="list-style-type: none"> 5:1 Radar and search light at fwd. Access platform extends 3m from SLA. Misc Circle and H Lights not fitted CFD - Not seen. (Computer Fluid Dynamics). Norway only - Dual Agent not fitted. Norway: Ceilometer not fitted.
Olympic Taurus	20.9	12.8	3			<ul style="list-style-type: none"> OSV – Offshore Support Vessel Cat 3 Bow Helideck - Day light Ops only when vessel into wind. CAT 2 Night Ops permitted when vessel heading downwind. Table 1 (T) if overflight of forward 5:1 items unavoidable Helideck net must be fitted during flight ops in Norway. HMS Rev.9B & Lights fitted. Friction test valid to 30 Aug 2025 - no net needed outside Norway. Daylight operations only (UK waters & UK reg aircraft) Maximum single pax weight 150kg due to inbound scale weight range 	<ul style="list-style-type: none"> 210° Norway only: Handrails 230mm above helideck level when folded. 150° Antenna and sat dome LOS sector 2 at approx 2.5m from SLA: Antenna 90cm and Sat dome 200mm above max allowed height. 5:1 Infringements below deck level (BDL) at fwd deck center: Navlight / mast: 60cm from outer edge perimeter net at 20cm BDL. Search light 1.3m from outer edge perimeter net at 1.5m BDL. Misc Circle and H lights not fitted. Norway only. Dual Agent not fitted -
Olympic Triton	22.2	12.8	3			<ul style="list-style-type: none"> Turbine exhausts 11m from SLA, aft port side relative to the helideck. Cat 3 Bow Helideck – Day Ops only when vessel into wind Cat 2 Night Ops permitted when vessel heading downwind. Daylight ops only UKCS and UK reg. Aircraft due to Circle and H lights not fitted.. HHMS Rev. 9B + Repeater lights fitted. Approved high friction surface - no net needed outside Norway Helideck net to be fitted during flight operations in Norwegian waters. 	<ul style="list-style-type: none"> 210° Norway only - Access handrail 20-25cm ADL when folded. At port and starboard access platforms. Misc Circle and H lights not fitted fitted - NCS Dual Agent not



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
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	210° Base of funnel tower is a minor infringement along the portside 210 - 150 sector boundary. Approx 13m from edge of SLA and painted in yellow and black obstruction markings 5:1 Forward and starboard foam monitor platforms upto 4.1m from edge of SLA Misc Starter unit available Pilot feedback requested on windsock location Main crane is usually lifted for helicopter operations
Paul B Loyd Jnr	22.2	21.0	1	<ul style="list-style-type: none"> • • • 165-210 • rel rig hdg 	<ul style="list-style-type: none"> • • • 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 + Repeater Lights Fitted	Sig 5:1 Accommodation modules, starboard & port
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) • HMS Rev9b + Repeater Lights Fitted • 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 fuel available	5:1 Decking forward, aft and starboard of helideck Misc Approved friction surface - helideck net is normally fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
PGS Apollo	20.8	12.8	2		8	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 Fitted	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 • 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 Access handrails above deck level - Norwegian non-compliance 5:1 Fwd / aft monitor platforms 5.6m from SLA and 1.4m below helideck level, vessel structure aft 3.5m below helideck level and vessel structure fwd Misc Crane booms may infringe 210 degree sector outside of planned helicopter operations
Prysmian Monna Lisa	26.1	16	3			Pipe Laying Vessel - CAT 3 Bow Helideck. Note: Cat 3 vessels operating with the helideck downwind are automatically upgraded to Cat 2. HMS Rev.9B + Lights fitted. MP 01 Approved high friction surface - net only in Norway. No aeronautical radio operators - No helicopter operations in UKCS. Possible hot emissions - engine exhaust outlets port and stbd side aft of helideck.	5:1 Fwd. access platform with Radar and Search light infringes sector. Extends 3m from SLA at 0,15m below deck level (highest point). Extends 4m from SLA at 2.15m below deck (lowest point). Misc Norway only: Dual Agent not fitted (Information to heli operators NCS).



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
PXGEO 2	22.8	15.6	3			Seismic Survey Vessel • Cat 3 Bow deck • Daylight ops only - No circle and H lights fitted (UKCS) • Non compliant HMS - Stable deck conditions 1° Pitch/roll & 2m heave (UKCS) • Seismic arrays deployed - Table 1(T & L) regardless of overflight stowed - no limitation	5:1 Seismic arrays when deployed
Q7000	22.2	12.6	1			Semi Sub • HMS Rev.9b + Repeater Lights Fitted	Misc Caution if shutting down no ground start unit available No qualified shipper / packer
Rainbow Spirit	20.8	14.6	1			Shuttle Tanker - Amidships helideck, port side • HMS Rev9b + Repeater Lights Fitted • Vessel MUST contact HCA before helicopter operations on UKCS • 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 fuel available	5:1 Main deck forward, aft, and starboard approx 4m below helideck along vessel length Misc Frictape Netlights fitted Norway only: Dual agent not fitted / CO2 not compliant (info to helicopter operators NCS).
Ramform Atlas	26.1	16t	3		0-30 31+	Seismic Vessel - CAT 3 Bow deck • HMS Rev.9B + lights fitted • Daylight ops only due to lack of TD/PM+H lights Cap 437 compliant areas • Unrestricted - No landings due to unsatisfactory friction surface Cap 437 compliant areas • Foremast to be lowered prior to helicopter operations • Table 1 (T) if overflight of the forward bow section unavoidable • DIFFS fitted - no landing net • No status lights NCS	210° Port & starboard sides of vessel at 0° and 210° may present a minor infringement Sig 5:1 Bow area forward of helideck Aprox 10 m forward & 0.5 - 1 m below SLA Misc No Circle/H lights fitted Net should not be fitted over DIFFS Cap 437 compliant areas No Duel agent NCS



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ramform Hyperion	26.1	14.6	3			Seismic vessel - Bow deck • CAT 3 Bow Helideck – Day Ops only. • CAT 2 Night Ops permitted when vessel hdg downwind. (Not UKCS). • Daylight operations only (UK waters & UK reg aircraft) • No aeronautical radio operators - No helicopter operations in UKCS. • 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) • Foremast to be lowered prior to helicopter operations. • Helideck net must be fitted during flight operations in Norway. • Insufficient friction - 30kts wind limitation when net removed. Note: DIFFS fitted - remove net for UKCS operations.	Sig 5:1 Bow area fwd. of helideck extending approx 10m and 0.5 below SLA 5:1 Bow Section forward. Misc Circle and H lights not fitted. Dual Agent not fitted - Norway only.
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 • HMS Rev 9B + Repeater Lights Fitted • 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			Seismic vessel - Cat 3 Bow helideck • Daylight operations only - Circle & "H" lights not fitted • Table 1(T) if overflight of 5:1 infringements unavoidable • DIFFS Fitted • HMS Rev.9B + Lights fitted.	5:1 Bow section forward aprox 10m Misc Foremast to be lowered and monitors to be adjusted prior to helicopter operations DIFFS impaired when helideck net fitted monitors in use
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
Ramform Victory	22.8	15.0	2			Seismic Vessel - Cat 2 Stern deck • Daylight operations only due to lack of TD/PM+H Lights - N/A Norway • 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	Sig 5:1 Main deck starboard side Seismic arrays, when deployed Misc No fuel available Cranes lowered for all helicopter operations onboard - applicable Norway only No dual agent / foam trolley
Rem Power	18,0	8,6	3		6	CSOV - Construction Support Offshore 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 high friction surface - no net needed (except in Norway). • HMS Rev.9B + Lights fitted	210° Norway: Handrails 150mm ADL when folded, at access platforms. Misc Norway only: Dual agent not fitted. Audio and Video surveillance not fitted.
Rem Wind	18.0	8.6t	3		6m	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 • Approved high friction surface - no net needed (except in Norway). • HMS Rev.9B + Lights fitted • No DG's to be uplifted	Misc Norway only: Dual agent not fitted
Rowan Norway	22.2	12.8	1		>30kts	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 • Nil Landings due to expired friction test.	5:1 Fwd access platform infringe sector 2.8m From SLA Misc AKA Valaris Norway or JU 292•



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Safe Concordia	20.8	12.8	2		8	<ul style="list-style-type: none"> • Semi-sub - Flotel •* Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)* 	5:1 Port & Stbd lifeboat gantries are on the boundaries Misc Approved friction surface
Saipem 3000	22.8	14.0	3			<ul style="list-style-type: none"> • Heavy Lift Crane Barge - Bow mounted Helideck • Daylight Ops only - No TD/PM+H Lights (UK only) • No DGs to be uplifted • HMS Rev.9B + Lights fitted 	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
Saipem 7000	21.7	25.0	1			<ul style="list-style-type: none"> • 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 Port & Starboard lifeboat stations 79 ft below helideck beyond 3m. Aft foam monitor platform approx 2.8m from SLA and 400mm below deck level (N/A Norway)
Saipem FDS	22.2	12.8	1			<ul style="list-style-type: none"> • Pipe laying Barge • Table 1 (T) if overflight of 5:1 infringements unavoidable • HMS rev. 9b fitted - No repeater lights fitted - Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant) • UK non-compliance: CAP437 - App K 	5:1 Fwd access platform approx upto 4.5m from SLA (180 - 210: vessel structures port and starboard) Misc Turbine exhausts port and starboard sides of bridge - turbulence reports requested Net lights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Sanco Atlantic	18.9	8.6	2			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 •HMS Rev.9B+Lights fitted.	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 Norway only: Dual agent 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 Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)* •Landing net to 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 No DG to be uplifted from vessel by helicopter
Sanco Swift	20.8	14.6	3			Seismic Vessel - 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 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 + 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 • Cat 3 bow mounted helideck • Daylight operations only – not applicable for Norway • HMS Rev.9B + Lights fitted	210° Folding deck hinges @ 450mm adl. At the extremities port and starboard. Misc Circle and H lights not fitted Helideck net MUST be fitted for operations in Norway



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Scott Spirit	20.9	12.8	1		+30	<ul style="list-style-type: none"> • Tanker with amidships helideck on port side • 2 x 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 - if Circle & "H" Netlights not fitted • HMS Rev9b + Repeater Lights Fitted 	5:1 Decking forward, aft and starboard of helideck Misc Frictape Net-lights fitted
Sea Challenger	22.2	12.8	1			Jack Up <ul style="list-style-type: none"> • Helicopter operations allowed only when jacked-up NOTE: <ul style="list-style-type: none"> • Landing prohibited unless crane boom/jib is in the raised position • Possible turbulence when the WTG's & Blades are loaded and wind speeds are in excess of 25Kts: 120-230 Rel to vessel HDG. Turbulence reports requested 	210° OFS reduced to 188 degrees 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 Shut-down at pilots discretion - no starter unit
Sea Installer	22.2	12.8	1			Jack Up <ul style="list-style-type: none"> • Helicopter operations allowed only when jacked-up NOTE: <ul style="list-style-type: none"> • Landing prohibited unless crane boom/jib is in the raised position • Possible turbulence when the WTG's & Blades are loaded and wind speeds are in excess of 25Kts: 120-230 Rel to vessel HDG. Turbulence reports requested 	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 Shut-down at pilots discretion - no starter unit
Sea1 Spearfish	20.8	15	3		8	Offshore Construction Vessel <ul style="list-style-type: none"> • Cat 3 vessels daylight operations only (CAP437 areas only) • Approved friction surface - no net (NCS net at all times). • No DGs to be uplifted from vessel • HMS rev 9B + Lights fitted *To operate this vessel in the UKCS please contact the HCA*	Misc No Dual agent unit (Norway only)



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Seaway Alfa Lift	20.2 8		0			<ul style="list-style-type: none"> • Heavy Lift Vessel • Winching area only 	Misc Avoid stairs on starboard/aft side of manoeuvring area. Large transition pieces and other temporary items can be on deck, adjacent to manoeuvring area at any time.
Seaway Strashnov	20.8 8	12.8	1	130 – 230 rel to vessel hdg		Heavy Lifting Vessel <ul style="list-style-type: none"> • 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 Applicable whilst operating on UK continental shelf and for GB registered helicopters	5:1 Bridge wings Port and Starboard aft
Seaway Ventus	22.2	12.6	1			Wind Turbine Installation Vessel - Jack Up	210° Sat Dome Port side aft - Marginal infringement
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 • 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 8	15.0	3			OSCV – Offshore Support & Construction Vessel <ul style="list-style-type: none"> • Cat 3 - 1.25D Bow deck. Note <ul style="list-style-type: none"> • Table 1(T) if overflight of forward access unavoidable • Daylight operations UKCS - TDPM & H lights not fitted 	Sig 5:1 Forward access area 3.55m from SLA



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 – Daylight Ops only • 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 Dual agent unit - (Norway only)
Seven Borealis	22.2	12.8	1			Multi-Purpose Vessel - Heavy Lift Crane and Pipe layer Note: • Table 1(T) if overflight of 5:1 obstructions is unavoidable	5:1 Bridge wings Port and Starboard aft and navigation light forward - 3.5m from SLA
Seven Falcon	20.8	12.8	3		8	DSV • Cat 3 bow mounted helideck • Cat 2 Night Ops permitted when vessel heading downwind. • HMS Rev.9B + Lights fitted • Daylight Ops Only - UK Waters and UK reg Aircraft • Valid friction test to 24.02.2027 - no net needed outside NCS. • DIFFS fitted - Helideck net to be fitted in Norwegian waters only.	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. • Daylight ops only in UK waters due to lack of TD/PM+H lights • HMS Rev.9B + Lights fitted • Approved friction surface • DIFFS fitted • No Dangerous Goods to be uplifted from this vessel.	Misc Circle H lights not fitted No Trained DGbA Shipper on board
Seven Merlin	20.8	12.8	3		8	• MSV - Cat 3 Bow Helideck • HMS Rev. 9B + light fitted - Brazilian regulations only • Daylight operations only - no circle + H lights fitted	210° Ladder handrails port + stbd on bulkhead infringe sector 5:1 Railings at central aft access are overheight Misc Vessel is not approved for UKCS, NCS or CAP437 areas



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 • Table 1 if overflight of the ship's bow unavoidable • HMS rev.9B and lights fitted • Daylight operations only - No Circle and H lights fitted • Offset Aiming Circle due to LOS infringements	150° Handrails immediately aft of helideck Sat dome on port side nearest the helideck Misc Whip aerials on port and starboard sides of bridge may whip forward Dangerous goods not to be shipped from this location
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 • HMS Rev.9B + lights fitted. • DIFFS fitted - no helideck net outside Norway. • Helideck net required for all flight operations in Norwegian waters.	
Seven Oceans	22.2	12.0	3			Pipe Laying Ship • Cat 3 Bow Helideck • Table 1(T) if overflight of falling 5:1 infringements unavoidable • HMS Rev.9B + lights fitted • Circle and H lights fitted *To operate this vessel in either the UKCS or the NCS please contact the HCA*	5:1 Ships bow
Seven Pacific	22.2	12.8	3			Pipe laying ship • Cat 3 Bow Helideck – Day Ops only No circle & H lights • HMS Rev.9B + Lights fitted • No fuel available	Misc Vessel MUST contact HCA before operations on UKCS and NCS



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
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) • Table 1(T) if overflight of ship's bow cannot be avoided on take-off. • TD/PM & H Lights fitted to helideck • HMS Rev 9b fitted inc deck repeater lights	5:1 Ship's 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 Misc No Dual agent unit fitted (Norway Only)
Seven Viking	20.9	12.8	2		>30kts	Inspection-Maintenance-Repair (IMR) vessel - CAT 2 • No operations UKCS - No HERTL or CAA Aeronautical ROC. • 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 hot emissions from exhausts aft of helideck, both sides. • HMS Rev.9B + Lights fitted. • Helideck net to be fitted for all flight operations in Norway only. • 30kts wind limitation applies for UKCS (CAP437 compliant areas). • No items above 150kg to be uplifted to helicopter - scale range max 150kg.	210° HMS Repeater lights are approximately 200m ADL. 150° Lift machiner room and top of Nav Mast infringe sector. Parts of the Mast are 4.1m from SLA. Top of lift room is 4.3m from SLA and 2.2m ADL. (approximately 26cm above max allowed height). Sig 5:1 Main deck and structures (crane and funnels) aft of helideck. Misc Norway only: Dual Agent not fitted. Circle and H Lights not fitted
Shelf Drilling Barsk	22.8	15.6	1			Jack up (MODU) • 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	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.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Shelf Drilling Fortress	22.8	14.6	1			Jack-up • Turbulence Reports to be submitted • No automated PRH measuring equipment - stable deck conditions - maximum of 1° pitch & roll and 2m heave - will be applied to deck when under tow • Vessel MUST contact HCA before operations in Norway	Misc • Norwegian non-compliances: Handrails in 210°, dual agent, CO2
Shelf Drilling Perseverance	22.2	9.3	1	Aft (relative)	0-30 31-44 45+	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
Shelf Drilling Resourceful	22.2	9.3t	1			Jack Up (MODU) • Cat 1 - Bow deck • Possible turbulence from derrick & superstructure - Turbulence Reports to be submitted • No landings whilst under tow • Caution if shutting down - no starter unit	210° Foam monitors at 320mm adl 150° Aft hand rails, marginal infringement 5:1 Perimeter net at fwd access extends 2.75m from SLA Misc Approved friction surface -No net
Siem Barracuda	20.8	12.8	3		8	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 • Helideck net to be fitted during flight operations in Norway • No Dgs from vessel	Misc Norway only. Dual Agent not fitted HMS lights 190 mm above SLA No qualified shipper packer



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Siem Day	20.8	12.8	3		8	Offshore Support & Construction Vessel - Cat 3 Bow Helideck <ul style="list-style-type: none"> • Norwegian non-compliances: - No dual agent extinguishers onboard - Low level fixed handrails at both aft access points are above deck level • A helideck net MUST be fitted in Norway • DIFFS Fitted • HMS Rev.9B + Lights fitted 	Nil Sig 5:1 Nil Misc Circle and H lights fitted
Siem Stingray	20.8	15t	3		8	Offshore Construction Vessel. <ul style="list-style-type: none"> • Cat 3 - Bow mounted deck • Cat 2 Night Ops permitted when vessel heading downwind. • HMS Rev.9B + Lights fitted • Approved friction surface and DIFFS fitted (No net outside Norway). • Helideck net to be fitted during flight operations in Norway 	210° Norway only: Handrails 200mm ADL at each access. Misc Norway only: Dual Agent not fitted.
Sindre Knutsen	26.1	12.6	1			Tanker Helideck Amidships Port <ul style="list-style-type: none"> • Table 1(T) to be applied if overflight of 5:1 infringement • Stable deck conditions - UK Waters and UK Reg Aircraft. (1° Pitch/roll & 0.4m/s heave rate) • Helideck net to be fitted for operations NCS • Blom HMS rev8c fitted • HMS connected to Norwegian HMS Repeater lights - red flashing. 	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 <ul style="list-style-type: none"> • HMS Rev.9B + lights fitted • Table 1(t) if overflight of 5:1 items is unavoidable 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.
Skandi Acergy	20.9	12,8	3			OSCV - Offshore Support & Construction Vessel - Bow helideck <ul style="list-style-type: none"> • Cat 3 • No DG from vessel by helicopter • HMS Rev.9B + Lights fitted 	Misc Norway Only - No dual agent unit Circle and H lights fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Skandi Connector	20.9	12.8	3			<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 Landings - UK only • No Dangerous Goods to be uplifted 	5:1 Access points port and Starboard aft Misc Circle + H Lights not fitted
Skandi Constructor	21	14.6	3	All	>30 knots	OSCV – Offshore Support & Construction Vessel <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) • Offset aiming circle • No DG from vessel by helicopter • Helideck Net fitted • HMS Rev.9B & lights fitted 	Misc Circle and H lights not fitted
Skandi 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.9B + Lights fitted. 	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



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Skandi 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 • 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	210° HMS repeater lights exceed 150mm adl 5:1 Foam monitor platforms infringe sector approx. 3m from edge of SLA. Nav lights on forward access approx. 4m from edge of SLA.
Skandi Inventor	22.2	12.6	3			Subsea Support Vessel - bow deck • Cat 3 - Daylight operations only • Daylight operations only due to lack of circle+H Lights • HMS rev. 9b + repeater lights fitted • No DG's to be shipped from this location	5:1 Navigation lights on forward access 3m from edge of SLA Misc No Dual agent - Norway only Landing net to be fitted - Norway only
Sleipnir	22.8	15.6	1			Crane Barge • Table 1(T) if overflight of 5:1 infringements unavoidable. (Norway Exempt) • Potential turbulence from turbine exhausts port side relative to the helideck. Turbulence reports required • HMS Rev.9B and repeater lights fitted	5:1 Access platform and NDB aerial, 5m from and 1.5m below SLA Starboard side to end of NDB aeriels. Misc A helideck net to be fitted NCS
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 test - valid to 25.01.2026 - no net needed outside Norway. • Norway only - net to be fitted during flight operations.	210° Norway only - handrails 25cm ADL when folded at access platforms. Foam monitors approximately 30cm ADL at port and stbd access platforms. Sig 5:1 Foam monitor / Access platforms infringes sector extending approximately 3,3m from SLA. Misc HMS Repeater lights 200mm ADL.
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	210° HMS repeater lights are 200mm adl 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
Subsea Viking	19.5	9.3	3			MPSV • Keel laid 1999 • Daylight operations only - Circle & "H" lights not fitted (Cap 437 compliant areas) • Cat 3 - Bow deck • Stable deck conditions (1° Pitch/roll & 2m heave Cap 437 compliant areas) • No DGs from vessel (Cap 437 compliant areas) • Landing net fitted	Misc • Rev 9B non-compliant • no qualified shipper/packer
Sudri Enabler	18.1	8.6	3			Commissioning Service Operation Vessel • Daylight Operations Only - Circle & H lights not fitted • Table 1(T) if overflight of 5:1 obstructions unavoidable	210° Starboard whip antenna is close to sector 5:1 Bow approx upto 7m from and 13m below, forward searchlight approx 2.5m from and 1.5m below, forward radar upto 3.8m from and 1.5m below helideck Misc HMS rev.9b and repeater lights fitted DIFFS fitted



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
SW Amundsen	20.8	12.8	2		8	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 Gallien	22.2	12.6	2			• 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 - 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 • Daylight ops only No circle and H lights (Cap 437 compliant areas) • Seismic arrays deployed - Table 1(T & L) regardless of overflight 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		8	Seismic Vessel - Cat 2 stern located helideck • Daylight operations only (not applicable for Norway) • Seismic arrays: 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 (required in Norway) • No dual agent / foam trolley onboard	Sig 5:1 Seismic boom and cable arrays (when deployed) 5:1 Aft starboard light approx 3m from and 1.5m below SLA Misc Circle and H lights not fitted No starter unit available. Caution if shutting down



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Thialf	27,2	21.0	1			Semi Submersible Crane Vessel • Table 1(T) if overflight of 5:1 infringements unavoidable • Chevron and H swung 7 deg anti clockwise • See also HLL Part E Thialf - Sept 2023 • No DGs to be uplifted from vessel • HMS Rev 9b. + Repeater Lights Fitted	Sig 5:1 Lifeboats Port aprox 14.5m below & 8m out / Stbd 14.5m below & 30m out upper deck Stbd 30m & 1.5m below Forward foam monitor platform 3.1m from edge of deck & 1.2below Misc HCA Part E link (https://www.helidecks.org/wp-content/uploads/2023/12/HLL-Part-E-Annex-4-Thialf.pdf)
Tide Spirit	20,8	14,6	1		8	Shuttle tanker – Cat 1 helideck •Amidships helideck port forward. •HMS Rev.9B + Lights Fitted. •Table 1(T) if overflight of main decking unavoidable. •Frictape helideck net fitted with Circle and H lights incorporated. •Cranes aft of helideck to be stowed port -starboard for helicopter operations •Max single pax weight 150kg due to inbound pax scale weight range. •Friction test expired - 30kts wind limitation UKCS. •No flight operations in the UKCS due to no OPITO HERTL	210° Norway: FiFi platforms / ramps approx. 200mm ADL port and stbd. Sig 5:1 Main decking forward, aft and starboard of helideck Misc Norway only: Dual-agent not fitted.
Tog Mor	18.9	11.0	1		5	Pipe Laying barge • Daylight operations only - TDPM & H lights not fitted • No rev.9b HMS or repeater lights fitted - Stable deck conditions (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS • Onboard radios are not 8.33kHz complaint • Non - compliance with CAP437 App K - UKCS only	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 + Repeater Lights fitted • Friction test valid to 01.03.2024 • Norway only: Helideck net to be fitted during flight operations. • Maximum individual passenger weight or freight item should not exceed 150kgs	210° Steam de-ice cabinet port side 50cm adl , port and starboard monitors 45cm adl (Dispensation obtained for Norway). 150° Whip antenna 7m from SLA at approximately 12m above deck level. Sig 5:1 Foam monitor platforms port and starboard (Allowed in Norway). Trailing cable between handrail (forward/starboard of helideck) to NDB antenna in front of bridge. Structure above forward lifeboat station Misc Possible turbulence from derrick structures Start unit not available, caution if shutting down



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Transocean Enabler	22,2	13	1	• 135-225° relative to helideck heading.	•All >30kts •All	Semi-Sub •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 •DIFFS fitted - helideck net only in Norwegian waters. •Fugro HMS Rev.9.2NO with Norwegian Repeater lights - red flashing. •No operations above 30kts UKCS - no valid friction test. •Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. •Daylight only - UK Waters and UK reg Aircraft. •No start unit - caution if shutting down.	5:1 Port aft and forward access platforms 3.2m from SLA Area of forward starboard walkway 2.9m from SLA. Misc Circle & H lights not fitted
Transocean Encourage	22,2	15t	1	• 90-180° rel to rig heading • 150 -180°	• All •Possible turbine exhaus >30kts	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 to be fitted for all operations in Norwegian waters. • Fugro HMS Rev.9.2NO with Norwegian Repeater lights - red flashing. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • No operations above 30kts UKCS - no valid friction test. • Daylight only - UK Waters and UK reg Aircraft	210° Norway only: Handrails 200mm ADL at port, stbd and aft access platforms 5:1 Gangway around helideck 2.4m from SLA with fwd and stbd access platforms extending 3.2m from SLA: Misc Circle & "H" lights not fitted
Transocean Norge	22,8	15,6	1	125-215 rel to helideck heading	20-30kts >31kts	Semi submersible rig • HMS Rev 9.2NO fitted with Norwegian HMS Repeater light (Red flashing) • Possible turbulence due to clad derrick • Use Table 2 (T&L) 35-45kts limitations • No Operations • No valid friction test - net fitted. • Daylight operations only UK Waters and UK reg Aircraft. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • No start unit - caution if shutting down.	210° Norway only: Foldable handrails 220mm ADL at each each access platform. Misc Circle and H Lights not fitted. (Not required in Norway).



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Transocean Spitsbergen	22.8	14.6	1	150-225 deg rel to Helideck Hdg	• 20-30 • 31-40 • 41 plus	Semi Submersible Rig • Due to Turbulence: • All types: Use 35-45kt limitation • AS332: Max helipad weight / Other types: Nil landings • All types - nil landings. • Start unit not available, caution if shutting down. • Landing Net fitted for all operations NCS. • HMS Rev. 9.2NO with Norwegian repeater lights fitted. • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • Daylight operations only - UK Waters and UK reg Aircraft.	Sig 5:1 Foam monitor platform port side and partly on starboard side extends 3.6m from SLA. Misc Circle and H lights not fitted
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 • No helicopter operations whilst under tow	5:1 HMS Rev 9b lights not fitted
Valaris 123	22.2	12.8	F			• Jack Up • No helicopter landings whilst vessel on tow • No DGs to be uplifted from vessel • Additional HDA's required during helicopter operations due to perimeter net failing test.	
Valaris 72	22.2	9.3t	1	m		Jack up Note: • No helicopter operations whilst on the move • Aiming circle offset • Cleared for EC225 (11.0t) & S92 (11.9t)	210° monitors 300mm adl
Valaris DS-17	22.2	12.6	1			Drillship • Non compliant HMS - UKCS Stable deck conditions (1° Pitch/roll & 2m heave)	



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Valaris DS-8	22.8	14.6	1			Drillship • Table 1(T) if overflight of 5:1 items is unavoidable • No compliant helideck TD/PM (Aiming Circle & H) lighting fitted - daylight operations only for UKCS • Non-compliant HMS - UKCS stable deck conditions (1° Pitch/roll & 2m heave)	150° NDB "whip" antenna port side aft - marginal obstruction at limit of LOS. Marked in obstruction colours 5:1 Forward access platform infringes sector at 3m from SLA Misc Approved friction surface - no landing net
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(Cap 437 compliant areas)	150° Windsock masts 2.6m 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 No dual agent NCS
Valaris Stavanger	22.2	12.8	1			Jack Up Drilling Rig (MODU) • No flight operations whilst afloat (No P/R/H equipment) • No DG's to be uplifted	Misc Whip aerial stbd side, accommodation port side are close to 210 boundary
Vestri Enabler	18.1	8.6	3			Commissioning Service Operation Vessel • Daylight Operations Only - Circle & H lights not fitted • Table 1(T) if overflight of 5:1 obstructions unavoidable	Sig 5:1 Bow approx upto 7m from and 13m below,
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 • Daylight operations only (UK waters & UK reg aircraft) • No helicopter operations due to insufficient friction (UKCS). • HMS Rev.9B • Helideck net to be fitted for operations in Norway. Note: Diffs fitted – remove net outside Norway.	Misc • Circle and H Lights not fitted. • No dual agent unit - Norway only



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Viking Reach	20.8	12.8	3		8	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
Volantis	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 •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 • 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 • HMS Rev.9B with Repeater lights fitted • 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.	5:1 WTG Blades wen loaded Misc TD/PM+H lights not 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 • HMS rev.9B + Lights fitted	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			<ul style="list-style-type: none"> DSV - Cat 3 vessel - Bow deck Daylight ops only Approved friction surface - no net HMS Rev.9B + Lights fitted. 	<p>150° S-band radar if positioned fwd/aft - marginal infringement of 2nd sector</p> <p>Misc Circle H lights not fitted No automated sensors for clouds, visibility, or present weather</p>
Well-Safe Defender	22.2	9.3	1			<ul style="list-style-type: none"> Semi-sub Table 1(T) if overflight of Sig 5:1 obstructions unavoidable Cleared for S92 & EC225 HMS Rev 9B fitted Maximum single pax weight "150kg" due to inbound pax scale 	<p>5:1 Platform structure and lifeboat stanchions on port side, forward foam monitor and platform structure starboard</p>
Well-Safe Guardian	22.8	14.6	1	<ul style="list-style-type: none"> • • • 185-235 rel rig hdg. 	<ul style="list-style-type: none"> • • 0-30 • 31-44 • 45+ 	<p>Semi Sub</p> <ul style="list-style-type: none"> 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 lifeboat station Frictape Net lights fitted HMS Rev.9B + Lights fitted. 	<p>5:1 Anchor winch housing on starboard forward leg Forward lifeboat station</p>
Well-Safe Protector	22.2	11.8	1			<p>Jack up (MODU)</p> <ul style="list-style-type: none"> 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 	<p>210° Corner of starboard leg (including whip antenna) marginal infringement</p> <p>5:1 Foam monitor platforms</p> <p>Misc Comprehensive P/R/H measuring equipment not available on site. Landing net fitted with TD/PM lights</p>



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
Wind Energy	16.6	6.4	1		6	Self-propelled jack-up wind support barge. Stable deck conditions - Maximum of 1° Pitch & Roll and 2m heave - will be applied to deck for operations while afloat.	210° Navigation light on mast infringes sector if not lowered. 5:1 Vessel structure port and starboard aft infringes sector. Misc If vessel fitted with blade rack, turbine blades can infringe OFS and 180° 5:1 falling gradient on port side. Turbulence reports requested for when the vessel is loaded with blades. No planned shutdowns - no helicopter power unit available.
Wind Enterprise	16.6	6.4t	1		6	• Self-propelled jack-up wind support barge • Stable deck conditions to apply whilst underway i.e. maximum of 1 pitch & roll and 2m heave	210° Navigation light on mast infringes sector if not lowered. 5:1 Vessel structure port and starboard aft infringes sector. Misc If vessel fitted with blade rack, turbine blades can infringe OFS and 180° 5:1 falling gradient on port side. Turbulence reports requested for when the vessel is loaded with blades. No planned shutdowns - no helicopter power unit available.
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



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Wind Orca	22.2	12.8	1			Wind turbine Installation Vessel – Jack Up • Main crane boom MUST be elevated by at least 50 deg for all helicopter operations to ensure LOS clearance. • Table 1(T) if overflight of forward foam monitor platform unavoidable • * Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s SHR (CAP437 areas only HMS Rev 9B Non-Compliant)*	210° Ship's compass and adjacent sensor on stbd are marginal obstructions 5:1 Forward foam monitor platform including wave radar Misc HMS and repeater lights not fitted Crane boom tip infringes LOS when in the rest
Wind Osprey	22.2	12.8	1			Wind turbine Installation Vessel – Jack Up • Main crane boom MUST be elevated by at least 50 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 *To operate this vessel in the UKCS please contact the HCA*	5:1 Forward access point 4m from SLA Misc NCS non - compliances for Dual Agent and C02 extinguishers
Wind Peak	22.8	15.8	0			Wind turbine Installation Vessel – Jack Up • Main crane boom MUST be elevated by at least 50 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 Fwd radar @ emergency exit upto approx 1.3m from and 2.6m below helideck
Wind Scylla	22.2	12.6	1	150 - 240		Jack-Up • 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 C02 extinguishers



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Windea Leibniz	14.6	4,8	3			<p>CSOV - Commissioning Service Operation Vessel</p> <ul style="list-style-type: none">• Cat 3 - Bow deck <p>Note: Cat 3 vessels operating with the helideck downwind are automatically upgraded to Cat 2</p> <ul style="list-style-type: none">• Daylight operations only - UK Waters and UK Reg Aircraft.• HMS rev 8c fitted - no HMS repeater lights..• Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS• Norway only: Helideck net to be fitted during flight operations.	<p>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.</p> <p>Misc Approved friction surface - no net required outside NCS. Circle and H lights not fitted. Dual Agent not fitted, Audio and Video recording not fitted - NCS</p>