



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
AKOFS Seafarer	20.9	12.8	3	All	>30 kts	Well InterventionVessel • To operate this vessel in the UKCS please contact the HCA. • 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 used if overflight of forward access platform unavoidable. •Daylight operations only (UK waters & UK reg aircraft). •No valid friction test 30kts wind limitation for UKCS. •DIFFS fitted - No net outside Norway. (Net required NCS). •HMS Rev.9b +Llights fitted. •HMS Rev.9.2NO with repeater lights fitted. (NCS use only).	Sig 5:1 Forward access platform extends 2,9m from deck edge. (Norway allows 3.0m) Misc Circle and H lights not fitted (Not required in Norway)
Altera Thule	22.8	15.6	1		>30 knots	Shuttle Tanker • Cat 1 midships port helideck • Table 1(T) if overflight of main decking unavoidable • HMS Rev 9b + Repeater Lights Fitted • No landing - Perimeter net failed drop test and stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations - Perimeter net failed drop test	Sig 5:1 Main decking forward, aft and starboard of helideck Misc Approved friction surface - net not required in UKCS
Altera Wave	20,8 8	14,6	1		>30kts	Shuttle Tanker •Cat 1 midships port helideck •Table 1(T) if overflight of main decking unavoidable • No landings UKCS - no friction test • HMS Rev.9B + Repeater Lights Fitted • Vessel MUST contact HCA before UKCS helicopter operations	Sig 5:1 Main decking forward, aft and starboard of helideck approx 4m below helideck along full length and width of vessel. Misc Norwegian non-compliance: Dual agent extinguisher
Bodil Knutsen	20.8 8	12.8	1			Shuttle tanker with amidships helideck aft on port side •Approach to landing from starboard not permitted •Table 1(T) if overflight of main decking forward, aft, port & starboard unavoidable •Daylight operations only (UK sector) •Stable conditions for landing - +/- 1° pitch & roll, max 2m heave (UK sector) •HMS connected to Norwegian HMS Repeater lights - red flashing. •Helideck net to be fitted during flight operations in Norway.	210° VOC module starboard aft corner of helideck 6m from SLA, 5m ADL Fire monitor starboard side of helideck, 1.5m ADL 5:1 Decking forward, aft, port and starboard of helideck Misc Circle & H lights not fitted



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Deepsea Yantai	22,2	12,8	1			Semi Sub – Mobile Drilling Unit • Daylight Ops Only- Circle and H lights not fitted (N/A in Norway) • HMS Rev.9.2NO with Norwegian repeater lights fitted (red flashing) • Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS. • Due to turbulence from vessel structure: - Reduce RTLOW to maximum 25.000lbs. - No operations Turbulence reports to be submitted for all types • Landing net fitted (no valid friction test).	210° Top of Helifuel cabinet marginally penetrate 210 OFS. Cabinet roof marked with high contrast / tigerstripes. Misc No starter unit. Shut down at pilots discretion
				135-225 rel to helideck hdg.	25-35kts >35kts		
Eagle Balder	20.8	12.6	1			Shuttle Tanker - Amidships Port Helideck • Table 1(T&L) for all operations due to 5:1 infringement all around deck • Netlights fitted. • Stable Deck Conditions - Maximum of 1° Pitch & Roll and 0.4m/s heave rate (CAP437 areas only HMS Rev 9B Non-Compliant) • No DG's to be shipped from location	5:1 Main deck all around the helideck
Eagle Barents	20.8	12,8	1			Shuttle Tanker - Cat 1 Helideck Midships mounted helideck port, aft Table 1(T&L) if overflight of ship decking and structures forward, aft and starboard of helideck unavoidable. Blom HMS Revision 8C fitted - with Norwegian red flashing repeater lights. Helideck net to be fitted during all flight operations in Norway. Friction test valid to 11.03.2027 - no net outside NCS (DIFFS fitted). Daylight operations only - UKCS and UK reg. aircraft. Stable deck conditions only (1° pitch & roll, 0.4 m/s heave rate) for operations on the UKCS	210° Norway: Handrails approximately 250mm ADL when folded, at each access platform. Sig 5:1 Ship decking and structure forward, aft and starboard of helideck Misc No operations UKCS - CAP437 appendix K non-compliances. Circle and H lights not fitted. CFD - not seen. (Computer Fluid Dynamics report). Norway: Ceilometer not fitted.



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Eagle Bergen	20,8	12,8	1		>30kts	Shuttle Tanker - Midships mounted helideck port side. •Table 1(T&L) if overflight of ship decking and structures forward, aft and starboard of helideck unavoidable. •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 operations above 30kts - UK Waters and UK reg Aircraft. •Helideck landing net to be fitted – Norwegian waters •Parker Blom 8c HMS with Norwegian HMS Repeater lights - red flashing.	Sig 5:1 Decking forward, starboard and aft of helideck Misc Circle & H lights not fitted
Eagle Blane	20.8	12.6	1			Shuttle Tanker •Table 1(T&L) for all operations due to 5:1 infringement aft, starboard and forward of helideck •No HMS rev.9b or repeater lights fitted. Stable conditions only, +/- 1° pitch & roll, max 2m heave. - n/a NCS • No DG uplifted from vessel by helicopter	Sig 5:1 Ship's decking aft, starboard and forward of helideck
Nansen Spirit	20.8	12.8	1			Tanker with amidships helideck on port side •Daylight operation only - Circle and H lights not fitted (Cap 437 cpmpliant areas) •Table 1 (T&L) to be applied when over flight of decking on starboard side of helideck is unavoidable •2 x 150° Limited Obstacle Sectors - Take offs & Landings permitted Port and Starboard • HMS Rev9b + Repeater Lights Fitted	Sig 5:1 Starboard of helideck Aprox 4m below & 14m Stbd 5:1 Deck forward, aft of helideck Misc No Dual agent (Norway)
Randgrid FSO (Gina Krog)	20.8	15,0	1			Tanker with midships helideck, Port Side • Table 1 (T&L) to be applied if overflight of 5:1 • HMS 300 Rev.9.2NO with Norwegian red flashing repeater lighs 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).	210° Norway only - handrails at access platforms 120mm ADL when folded. 5:1 Main decking forward, aft and starboard of helideck Misc Circle and H lighting not fitted



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Scarabeo 8	22,2	12,8	1	120-185 Rel to rig head	• 20-30 • 31-40 • 31-40 • 41plus	Semi Submersible Rig •Table 1 if overflight of forward foam monitor platform unavoidable •All types - Table 2, use 35-45kt limitations •AS332 - Max landing weight •Other types - Nil landings •All types - Nil landings •Shutdown not recommended - no starting equipment. •No DG to be uplifted to helicopter from rig •Circle and H lights not fitted - daylight only UK Waters and UK Aircraft	210° Deck repeater lights aprox 220mm ADL Sig 5:1 Forward foam monitor and access platform extends 4m from SLA Misc No starting equipment available No qualified shipper/ packer
Stril Poseidon	20.9	12.0	3		0-15	Field Support Vessel – bow mounted helideck •Table 1(T) to be used if overflight of forward bow section unavoidable - (N/A for Norway) •Daylight operations only (N/A for Norway) •Stable deck conditions (1° Pitch/roll & 0.4m/s heave rate) •No DG uplifted from vessel by helicopter	Sig 5:1 Forward bow section Misc Circle and H lights not fitted HMS Rev 9b lights not fitted
Torill Knutsen	20.8	12,8	1 8		+30 knots	Tanker with amidships helideck on port side • Table 1(T) to be applied if overflight of 5:1 item is unavoidable • 2 x 150 LOS • Daylight ops only (UK Sector) - Circle and H lights not fitted • Stable deck conditions - 1° Pitch/roll & 2m heave (UK Sector - non compliant HMS repeater lights). • No landings - friction test not done • HMS repeater lights are complaint for Norway	5:1 Main deck forward and starboard side of helideck. Approx 3m below helideck Misc Heated helideck Norwegian non-compliance for dual agent and CO2 extinguishers