



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Ailsa	22.8	14.6	1			FSO • Table 1 (T) if overflight of 5:1infringements and tanker (when attached) is unavoidable • Main generator exhausts at stern of vessel - turbulence reports requested • HMS Rev.9B + Repeater Lights Fitted	150° 5-point antenna for NDB (fwd/stbd) over 3m adl at 6.5m from SLA 5:1 Access platforms infringe sector at approx. 2.4m from edge of SLA Various deck structures below aft of helideck Shuttle tanker (when attached)
Alba FSU	21.0	12.8	1			FSU - Aft deck • Table 1 (T) if overflight of tanker (when attached) is unavoidable • No radioactive dangerous goods to be uplifted from this installation. • HMS Rev.9B + Lights fitted • Approved friction surface	5:1 Shuttle tanker (when attached) Main deck Stbd side
Alba Northern	22.8	15.0	F	• 350-030 • 350-030 • 350-030	• 0-24 • 25-34 • 35 plus	Platform • No restriction • Table 2 • No landings • Table 1(T) if overflight of South West foam monitor platform unavoidable	150° Refuelling hose guide adjacent to refuelling cabinet marginally over height. 5:1 SW foam monitor platform. Misc Windssock indication may be affected by derrick. Second windssock fitted on west side of derrick.
Alwyn North	27	21.0	F	• 315-345 • 350 +/- 15	• All =<45kts	Platform • Possible turbulence - B platform exhausts and structure Turbulence reports requested to assess above • Ni Landings • Do not overfly HLO cabin • Overflight of the SW Foam monitor platform to be avoided on take off • Overflight of the bridge between the NAA and NAB should be avoided. Take-offs over the bridge are not permitted • Warning: 150m radius avoid area due to Alwyn North B flare. (Temperature rise following Automatic Blowdown - No warning)	210° Perimeter net frame at SE corner marginally adl 150° HLO cabin is marginal infringement Anemometer on HLO cabin roof infringement of 0.42m NATS antenna on HLO cabin roof infringement of 0.22m 5:1 South, east & west foam monitor platforms Crane A-frame east of helideck Misc Approved friction surface - no net



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Anasuria	22.8	14.0	1	340-360 rel ship hdg		FPSO • Possible turbulence and high deck temperature due to turbines on port side of vessel. Check with log on initial contact. • Table 1(T) if overflight of foam monitor platforms or shuttle tanker (when attached) is unavoidable. • Aiming circle offset due to infringements in the LOS • HMS Rev.9B + Repeater Lights Fitted	150° Minor infringements of sector as follows: Port & stbd foam monitors (inc guards) 1.4m adl - up to 2.4m from SLA Sea Tel Dome 2.0m adl - 3.4m from SLA 5:1 Aft and port foam monitor platforms, and structure below and to stbd (inc. deck crane) Shuttle tanker (when attached) Misc Only 1 ring of tie-down points at 6.5m radius from centre of aiming circle
Andrew	22.8	14.0	F	• 265-285 • 075-110	• All	Platform • Prohibited landing heading sector due to infringement in the LOS. • Possible turbulence & temperature rise (turbine exhausts close to helideck) No reports received. • Table 1(T) if overflight of 5:1 infringements cannot be avoided on take off • Wind data may be inaccurate when wind is from 315-135 degrees due to siting conditions.	150° Radar mast NE of helideck infringes LOS second sector. 5:1 South access platform and stair tower is 7.1m from SLA plus a further 3m for satellite platform. North access platform and stair tower is 7.1m from SLA.
Aoka Mizu	22.8	14.6	1			FPSO - Cat 1 Bow deck • Table 1(T) if overflight of 5:1 items unavoidable • Approved friction surface • HMS Rev.9B + Repeater Lights Fitted	210° Deck repeater lighta & Flood lights aprox 200mm above SLA 5:1 Forward monitor/access platforms (port & stbd) at 3.3m from edge of SLA
Arbroath	22.2	9.3	F			Platform • Cleared for S92 & EC225 • Approved Friction Surface. No Net	Nil
Armada	22.8	14.0	F			Platform • Table 1 (T) if overflight of crane boom and luffing wire at North East corner of helideck is unavoidable • Approved Friction Surface - no net • No fuel available due to fuel system maintenace	5:1 Crane boom & luffing wires at North East corner of helideck if West crane in rest Misc Exhausts and Flare stack floodlit from below - top of obstruction may be obscured by low cloud



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Armada Kraken	20.8	12.6	1			FPSO - Stern deck • Table 1 (T) if overflight of 5:1 items is unavoidable • Possible turbulence from turbine exhausts and bridge structure. Turbulence reports requested. • Port offloading reel crane no omni directional lights. Floodlit and painted in obstruction colours • HMS Rev.9B + Repeater Lights Fitted • Note: Wind speed given on weather reports may be unreliable	5:1 Offloading reel and offloading reel crane on port side. Various deck structures below & fwd. Starboard access points. Shuttle tanker when attached to offloading reel at stern.
Auk Alpha	22.2	9.3	F			Platform • Table 1(T&L) if overflight of accommodation module and access platforms unavoidable. • Approved Friction Surface - no net • Cleared for S92 • No planned shut-downs	210° Guardrails & Aerial East & West access platforms up to 60cm adl. 5:1 Accommodation module (East) West access platform
Beryl A	22.2	9.3	F	NW	All	Platform • Possible turbulence from derricks • Table 1 (T) if overflight of 5:1 infringements is unavoidable • Remain 60m clear of Skene flare due to no warning of flare shutdown and cold flaring present. • Deck slope in excess of 1:100 (1:50) • Cleared for S92	210° OFS Reduced to 197° due to Skene flare (SW) and handrails (NE) 5:1 South foam monitor platform, adjacent satellite dish, south lifeboat station, and east accommodation roof infringe sector
Beryl B	22.2	9.3	F			Platform • Table 1 (T) if overflight of 5:1 infringements is unavoidable • Possible turbulence and temperature rise due to turbine exhausts • Possible turbulence due to derrick (moveable) • Cleared for S92.	210° Handrails and viewing hut north side of accommodation roof 5:1 Accommodation roof on north side, south access platform, helifuel transit tanks on laydown area at south side below helideck level. South crane if in rest



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Beryl SPM2	22.3	9.3	F			<p>NUI Loading Buoy The supporting column is articulated beneath the sea surface, so the topside structure will roll a few degrees in a circular motion when sitting on the deck. There is no Pitch or Heave only roll</p> <ul style="list-style-type: none"> • Operations restricted to daylight only. • No operations when tanker attached (client requirement) • Table 1 (T) if overflight of access stairs opposite the boom is unavoidable • Approved Friction Surface - No Net • Cleared for S92 	<p>210° Clear.</p> <p>5:1 Access stairs opposite boom</p> <p>Misc No Circle and H lights fitted No automatic fire-fighting facilities.</p>
Bleo Holm	22.8	15.0	1			<p>FPSO - Stern helideck</p> <ul style="list-style-type: none"> • Prohibited landing heading sector due to nav mast 175-205 relative to installation heading. • Turbulence and temperature rise can be expected due to turbine exhausts on starboard side forward of helideck. • Table 1(T) if overflight of 5:1 infringements unavoidable. • HMS Rev.9B + Repeater Lights Fitted • Maximum single pax weight "150kg" due to inbound pax scale weight range 	<p>210° Edge of fixed handrail to starboard - marginal infringement.</p> <p>150° Central nav mast infringes sector - Prohibited Heading Landing Sector painted on deck.</p> <p>5:1 Aft access and navigation light. Starboard access platform and adjacent corner of run-off area. Shuttle tanker (when attached).</p> <p>Misc Approved Friction Surface</p>
Brae A	22.2	12.8	F			<p>Platform</p> <ul style="list-style-type: none"> • If both Flares on full output - No Landings • Only western flare on full output - No Landings • Only eastern flare on full output - No Landings • Table 2 due to turbulence from derrick • Table 1 (T) if overflight of 5:1 infringements is unavoidable • Turbulence reports requested • No obstruction lights on the extremity of the flare boom and may be hard to identify at night • Daylight Operations Only due to circle lights u/s 	<p>5:1 Tropo-dish (west side) - Generator intakes (east side)</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Britannia	22.8	15.0	F	• 055-165 • 055-165 • 140-150	• 25-40kts • 40kts + • All	Platform • Table 2 due to turbine exhaust and derrick - Nil landings • Table 2 due to physical presence of turbine exhausts. Turbulence Reports required for all sectors • Table 1 (T) if overflight of North & West Access platforms is unavoidable	5:1 North access platform over 3m from SLA; West access platform over 2m from SLA Misc • Approved friction surface - no net
Bruce	22.8	14.0	F	• 335-075	• All	3 Platform structure - Helideck is on southernmost and largest platform • Possible turbulence from turbine exhausts Turbulence reports requested to assess above • Table 1 (T) if overflight of foam monitor platforms unavoidable • Approved Friction Surface - no net • *Bruce platform anemometer is situated in the lee of the exhaust turbines with the potential for under reading with Northerly winds*	210° SE & N foam monitor at approx.350mm adl 5:1 NW; SW & SE foam monitor platforms 3.4m from SLA
Buzzard	20.8	13.0	F	030° - 070°	All	Platform • Table 1 (T) if overflight of SE & NW access platforms unavoidable • Offset TD/PM + H due to turbine exhausts • Turbine exhausts NE relative to the helideck	5:1 SE & NW access platforms approx 6m from SLA. Misc Aiming circle offset
BW Catcher	20.8	12.6	1	000° to 080° rel to ship's bow.	25 knots =>	• FPSO - stern deck • Possible turbulence from turbine exhausts Turbulence reports requested • Table 1(T) to be applied if overflight of 5:1 infringements are unavoidable • Dangerous goods not to be shipped from this location • Approved friction surface - no net • HMS Rev.9B+ Repeater Lights Fitted	5:1 Various deck structures below helideck, aft. Shuttle tanker/vessel when connected will infringe sector.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Captain FPSO	22.8	15.0	1			FPSO - bow deck • Aiming circle offset due to obstruction in LOS • HMS Rev.9B + lights fitted	150° Accommodation module (TLQ) 5:1 Fwd monitor/access platform marginally non compliant Misc Aiming circle offset due to proximity of accommodation module
Captain WPPA	22.8	14.0	F			Platform • Due to turbulence from a moving clad derrick, restricted overshoot and turbine exhausts (NB: turbulent segment will change within the sector depending on the position of the derrick). • Check position of derrick before departure or before approach. • No Limitations • Table 2 • No landings • Wind speeds including any gusts • Turbulence Reports Required	210° Whip antenna on stair tower to south very close to OFS 5:1 Foam monitor/access platforms at North and East upto 4.4m from SLA - (South monitor / access platform and platform structures 180 - 210)
Clair	22.8	15.0	F	097-189 097-189 097-189	0-35 36-44 45+	Platform • Table 1(T) if overflight of foam monitor platforms is unavoidable. • Prohibited landing heading sector: 218°-234° due to infringements in the LOS • Aiming circle offset due to infringements in the LOS • Daylight Operations Only due to Perimeter Lights u/s.	210° Crane tip inspection basket north side approx 20m from SLA, marginal infringement 150° Fuel Cabinet, handrails and Status light in LOS (East side) over-height, Sig 5:1 Foam monitor platforms either side of deck Misc Aiming Circle offset Turbine exhausts NE of helideck - No turbulence reports received.
Clair Ridge	20.9	13	F			Platform • Table 1(T) if overflight of 5:1 items is unavoidable • Potential for turbulence from generator exhausts on east side of the helideck. No Turbulence reports received • Note: Overflight of the bridge between the QU and DP structures is not permitted. • Note: Knuckle crane and Gantry crane on DP platform may be in operation. All other crane operations will cease during helicopter operations • Minor deck plate deformation 1-2mm at partially removed deck markings	150° Barriers in run-off area closest to helideck - marginal obstruction 5:1 Access points on the South, East and West and platform structure to the south and east infringe sector. Misc Turbine generator exhausts on East side of the helideck. Approved friction surface - no net



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Claymore CAP	22.8	14.0	F			Platform If Westerly flare lit: • Due to turbulence - No Restriction - Apply Table 2 weight limitations - Nil Landings If Easterly flare lit: - Apply Table 2 weight limitations due to exhaust gases drifting over helideck and degrading performance. In all conditions • Table 1(T) if over-flight of East Monitor platform is unavoidable on take off	210° Reduced to 204° by Claymore A platform and Claymore CAP crane 5:1 East, South and North monitor platforms Small antennas fitted to each monitor/access platform
Clyde	22.2	9.3	F			Platform • Table 1 (T) if overflight of the safety net at the southern end of east foam monitor platform is unavoidable • Approved friction surface - no net • Cleared for EC225 & S92	5:1 Southeast foam monitor platform approx 5.2m from edge of SLA Deck structures below helideck east side West and east cranes when in rest
Cormorant Alpha	22.8	14.0	F			Platform • New derrick modular structure in place (March '23) • Aircrew to submit turbulence reports if encountered. • Table 1(T) if overflight of 5:1 infringements is unavoidable. • Approved friction surface - no net • Aiming circle offset	5:1 N & S foam monitor pits Accommodation module to west Lower E side of platform Misc Aiming circle remains offset at request of operator Note: flare may contribute to turbulence
Culzean ULQ	22.8	15.6	F			Platform • Helideck Landing Net must be fitted due to non-compliant friction surface. • Landing Net Fitted • Table 1(T) if overflight of 5:1 obstructions unavoidable • Note: Reported wind direction should be treated with caution due to the effects of crane & platform structures from all directions. Wind speed specifically should be treated with caution between 075-165 degrees.	



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Dunbar	22.2	9.3	F			Platform • Table 1(T) if overflight of the West Foam Monitor is unavoidable • Approved friction surface - no net • Cleared for EC225 and S92	210° Folded access handrails 330mm adl North foam monitor 350mm adl 5:1 North, South & West Foam Monitor Platforms
East Brae	22.8	14.0	F	• 335-035	• 0-30 31+	Platform • No restrictions - Possible turbulence Turbulence reports requested to assess above. • Table 1(T) if overflight of S&W foam monitor platforms unavoidable	210° East crane when in rest 5:1 South & west foam monitor platforms. Various deck structures below helideck on west and east sides.
Eider	22.8	21.0	F			NUI • Only NAV Lights – no power on installation • Table 1 (T) if overflight of the west side of deck and South monitor platform is unavoidable • New accommodation units fitted just below Helideck - Turbulence reports requested • Turbine exhausts below west side of helideck - Turbulence reports requested	5:1 West side: platform accommodation modules 2m below, and deck area 20m below helideck, 8.7m from SLA South monitor platform 2.80m from edge of gutter with NDB aerials a further 1.5m
Elgin PUQ	22.8	15.0	F	• 015-055	• 0-15	Please ensure you obtain accurate wind speed & direction early en route to plan your approach • Possible turbulence from Turbine Exhaust and Exhaust Stack • Table 1 (T) for all operations due to anti turbulence panels. • No restriction • *Wind information between 080-160 unreliable due to shielded wind sensors.* • *Localised wind effects reported. Crews are advised to use caution when shutting down offshore - recommend a/c moved to run off area if shutting down*	210° Fixed Handrails and Refuelling Cabinet (south-east) 1.15m, Monitor A (north) 400mm, Monitor B (west) 500mm, Monitor C (south) 450mm, Glass Dome (west) 550mm 150° Handrails 1.15m ADL at 1.25m from SLA (run-off north) if not collapsed 5:1 West Foam Monitor Platform 1.8m from SLA Anti Turbulence Panels 2.8m from SLA



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Erskine	19.5	11	F			<ul style="list-style-type: none"> NUI - H2 compliant - Not automated. Unlit cold gas vent pipe protrudes clear of installation to the north <ul style="list-style-type: none"> - approx 16 ft adl Gullscat bird scaring system - beware loud irregular noises 	Misc <ul style="list-style-type: none"> RFFS Not automated Approved Friction Surface - no net
ETAP	22.8	14.6	F			Platform <ul style="list-style-type: none"> Status Light not fitted – in the event of a detected gas release Platform will alert crew by radio communication Daylight Operations Only due to crane maintenance 	210° Antenna wave guide support bar - marginal infringement Misc Status Light not fitted Approved Friction Surface - No net
Forties Alpha	22.2	9.3	F			Platform <ul style="list-style-type: none"> Due to Turbulence from structure & Hot emissions No Restriction Apply Table 2 limitations No Landings Table 1 (T) if overflight of the fuelling pit and the north access perimeter net is unavoidable. Frictape Netlights fitted - Netlight measurement to be done by Sept 23 Cleared for S92 	210° Fixed handrail and folding handrail at South access approx 300mm adl 150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) upto 4.5m from SLA North access perimeter net upto 3m from SLA
Forties Bravo	22.2	9.3	F			Platform <ul style="list-style-type: none"> Due to Turbulence from structure & Hot emissions No Restriction Apply Table 2 limitations No Landings Note For wind speeds greater than 40kts, consideration should be given to operating at a lower AUW than the Table 2 limit, due to severe turbulence – Crew discretion. Table 1 (T) if overflight of the fuelling pit and north access perimeter net is unavoidable Cleared for S92 & EC225 Continuous Flight Watch cannot be guaranteed due to the lack of a back up system Frictape net lights fitted 	5:1 Fuelling pit and perimeter net (S) North access perimeter net Misc No UPS for radio system



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Forties Charlie	22.2	9.3	F			Platform • Due to Turbulence from structure & Hot emissions • No Restriction • Apply Table 2 limitations Note For wind speeds greater than 40kts, consideration should be given to operating at a lower AUW than the Table 2 limit, due to severe turbulence – Crew discretion. • No Landings • Table 1 (T) if overflight of the fuelling pit and north access perimeter net is unavoidable • Continuous Flight Watch cannot be guaranteed due to the lack of a back-up system • Cleared for S92 • Netlights fitted	210° Foam tank, monitor & floodlight in south monitor station 150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) North access perimeter net Misc No UPS for radio system
				•195-225	•0-25		
				•195-225	•26-44		
				•195-225	•45+		
Forties Delta	22.2	9.3	F			Platform • Due to Turbulence from structure & Hot emissions - No Restriction - Apply Table 2 limitations - No Landings Turbulence Reports requested. • Note For wind speeds greater than 40kts, consideration should be given to operating at a lower AUW than the Table 2 limit, due to severe turbulence – Crew discretion. • Table 1 (T) if overflight of the fuelling pit and north access perimeter net is unavoidable • Frictape net lights fitted Note: Helideck reaignment measurements required Nov23 • Cleared for S92 • Daylight Operations Only due to circle lights u/s	210° North & south foam monitor handles North foam tank 150° Moveable derrick to within 4.5m of SLA - Aiming circle offset 5:1 Fuelling pit and perimeter net (S) upto 4.5m North access perimeter net approx 3m
				•195-225	•0-25		
				•195-225	•26-44		
				•195-225	•45+		
Forties Echo	22.2	9.3	F			• Platform • Table 1(T) if overflight of North foam monitor platform unavoidable • ATEX Scarecrow fitted (Bird scaring system) • Cleared for EC225 & S92 • Frictape net lights fitted - next fitment check required Sept 25	5:1 Foam monitor platforms (N & S) upto 4.2m from SLA Misc Caution if shutting down - no starter unit available



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
FPF 1	22.0	12.6	1			Semi Sub - Production vessel • Potential thermal turbulence from Emergency Generator exhaust Aft. Platform will advise if in use. Turbulence reports requested • Table 1(T) if overflight of 5:1 items is unavoidable • HMS Rev.9B + Repeater Lights Fitted • Approved Friction Surface	5:1 Port & Aft access platforms 2.5m from SLA Aft lifeboat station
Franklin	23	15.0	F			NUI • Gull Scat fitted (bird scaring system - irregular loud noises) • All weather information from Elgin Platform (5Km) • Table 1 (T) if overflight of the 5:1 infringements is unavoidable	210° Lifting padeyes and handrails NW & SW - marginal (painted in obstruction colours) 5:1 North and South access platforms infringe sector North horizontal flare boom and support cables (marginal) Misc No automatic fire-fighting facilities
Fulmar Alpha	22.8	21.0	F			Platform • Possible turbulence from turbine - Turbulence reports requested to assess above	Nil 5:1 North foam monitor platform approx 2.3m from edge of SLA Misc • Approved friction surface – no net
Gannet	22.8	14.3	F	° 001-040 ° 150-200		Platform • Possible turbulence due to proximity of turbine exhausts. Turbulence reports requested to assess the above. • Table 1 (T) if overflight of the 5:1 infringements is unavoidable • Restricted Landing Heading Sector avoid a/c nose in sector marked by dayglo orange on deck - tail may restrict access to the fuel pit. • Approved friction surface - no net	210° West crane luffing wires may infringe sector when boom in rest 5:1 SE foam monitor platform 4m from SLA Large turbine intakes on east side - approx 20m below deck West crane may infringe sector when in rest Misc Restricted access to/from helideck & fuel pit



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Glen Lyon	22.8	14.8	1			FPSO • Possible turbulence from turbine exhausts Turbulence reports requested • Table 1(L) for operations when Shuttle tanker attached – Approx. 80m aft of FPSO • Beware of cold venting from Tanker – maintain 300ft diagonal range clearance • Table 1(T) if overflight of 5:1 infringements unavoidable • Approved Friction Surface - no net • HMS Rev.9B+ Repeater Lights Fitted	210° Shuttle Tanker when attached 5:1 Shuttle Tanker when attached Access platforms, various deck structures aft
Global Producer III	22.8	15.0	1			FPSO with BOW helideck = Cat 1 • Table 1(T) to be applied if overflight of foam monitor platforms is unavoidable • Aiming Circle offset due to obstructions in the LOS • Approved friction surface - no net • HMS Rev.9B + Repeater Lights fitted	150° HVAC shaft approx. 1.7m adl @ approx. 3.3m from SLA Helifuel skid approx 1.7m adl @ approx 3.3m from SLA 5:1 Foam monitor platforms infringe sector. - Fwd, Port and Starboard approx 3.7m from edge of SLA. Various deck structures port and starboard aft of helideck
Golden Eagle	20.8	12.6	F	030 - 090	All	• Platform • Possible turbulence from turbine exhausts. (Turbulence reports requested - nil received). • Table 1 (T) if overflight of the North & South access points is unavoidable.	5:1 North and south access platforms Main deck SE and NE corners NDB supports
Gryphon A	22.2	21.0	1			FPSO - Bow helideck • Port fwd crane to be stowed parallel with, & adjacent to, port aft lifeboat. • Circle offset fwd due to slight height restriction in LOS. • Approved friction surface - No Net fitted. • HMS Rev.9B + Repeater Lights Fitted	150° HLO Shelter 3.6m high at 6.7m from SLA Misc Refuelling pump running light coloured blue to differentiate from nearby amber General Platform Alarm (GPA) light.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Haewene Brim	22.8	14.0	1			FPSO – Bow helideck • Table 1(T) if overflight of the forward monitor platforms cannot be avoided on take off • Remain clear of flare at all times due to automatic ignition of released gases • HMS Rev.9B + Repeater Lights Fitted • No A/C start unit available	150° Guardrail on aft walkway up to 0.9m adl 5:1 Forward foam monitor platforms (port & stbd) approx 3m from edge of SLA Bridge wings Port and Starboard Misc Flare is live at all times but flames intermittently Flare ignited or floodlit during hours of darkness
Harding	22.8	14.3	F	• 080-100	• 0-15	Platform • Prohibited landing heading sector: 230°-250° due to proximity of accommodation module. Caution at NIGHT - marking not conspicuous • Table 2 due to turbulence from turbine stacks/derrick *Turbulence reports requested* • Table 1(T) If Overflight of NW & SW foam monitor platforms is unavoidable. • Aiming circle offset due to infringements in the LOS	210° Reduced to 204° by accommodation module 150° Guardrail, hydrants, hose-reel & extinguishers up to 1.14m adl Accommodation module 6m adl 5:1 NW & SW foam monitor platforms 2.8m from SLA Helifuel storage area to north extends 6m from SLA
Heather A	22.2	9.3	F	• 130-175 • 130-175 • 130-175	• 0-35 • 36-44 • 45+	Platform Due to turbulence from accommodation module: • No Restriction but expect moderate turbulence when w/s above 20kt • Table 2 • No Landings • Possible Turbulence from turbine exhausts Reports requested to assess above • Table 1 (T) if overflight of North access platform unavoidable No over flight of South accommodation due to aerials and MET equipment • Frictape Netlight system installed • Cleared for S92 • Caution if shutting down - tie down points rated to 1000kg	5:1 North access platform South accommodation block
Ineos Unity	22.8	15.0	F			• NUI - H2 Compliant with DIFFS • Table 1 (T) if over flight of western access cannot be avoided • Weather information provided by Forties Alpha	210° Perimeter nets outer edges @ 350mm adl West access fixed handrail @ 300mm adl 5:1 Western access perimeter net



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Jade	19.5	9.3	F			<p>NUI</p> <ul style="list-style-type: none"> Accommodation stairwell roof 0.5m adl infringes LOS Table 1(T) if overflight of east access is unavoidable Gull scat fitted (bird scaring system - loud irregular noises) See Bristow CPN 2016 - 08 	<p>150° Accommodation stairwell roof 2m from SLA - 20° PLHS painted in NE corner. For S92 ONLY - PLHS extends from 010° to 150° Fire monitors marginally infringe LOS</p> <p>5:1 Emergency access east side and platform structure to the SW</p> <p>Misc No automatic fire-fighting facilities S92 operations are Bristow only</p>
Jasmine	22.3	12.8	F			<p>Platform</p> <ul style="list-style-type: none"> Table 1(T&L) if overflight of the 5:1 infringements is unavoidable No shutdowns – insufficient tie-down equipment 	<p>5:1 NW, SW and East monitor platforms Various deck structures N & NE sides</p> <p>Misc •Approved friction surface - No Net</p>
Judy	22.2	9.3	F	141° to 161°	All	<p>Platform</p> <ul style="list-style-type: none"> Table 1 (T & L) if overflight of the south / east and west monitor platforms is unavoidable Prohibited Landing Heading Sector & Offset TD/PM - HLO Refuge Cleared for S92 	<p>210° Handrails at NW and S access approx 300mm adl</p> <p>150° HLO refuge 330mm from edge of SLA and 1m adl</p> <p>Sig 5:1 Perimeter net at south foam monitor platform upto 3.8m from SLA</p> <p>5:1 Foam monitor platform east and west side various deck structures below helideck west side</p> <p>Misc NDB Unserviceable</p>
Kittiwake	22.2	12.6	F			<p>Platform</p> <ul style="list-style-type: none"> Table 1 (T) applies if Overflight of 5:1 items unavoidable Approved friction surface - no net 	<p>5:1 West access and platform structures East and West infringe sector</p> <p>Misc Metal strips on deck surface periodically become loose</p>
Lomond	22.2	14.0	F	045-085		<p>Platform</p> <ul style="list-style-type: none"> Table 1(T) to be applied if overflight of foam monitor platforms unavoidable Offset aiming circle due fuel cabinet. 	<p>210° Monitors are approx. 350mm adl to nozzle. Perimeter net supports approx 300mm adl.</p> <p>150° Refuel cabinet 1m from SLA 800mm adl</p> <p>5:1 N & SW foam monitor platforms Modules North side of Helideck and various deck structures below helideck on North side.</p> <p>Misc • Approved Friction Surface - no net</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Magnus	22.8	21.0	F	• 100-140	• <35 • 36-44 • >45	Platform • No Restrictions • Table 2 • Nil Landings	210° SW foam monitor and adjacent telecoms equipment - marginal infringement. 5:1 SW Access platform infringes sector
				• 040-100	• All	• Possible turbulence due to turbines and flare stack Turbulence reports requested • Table 1(T) if overflight of access platform (SW) unavoidable • Approved friction surface - no net	
Mariner A	26.1	15	F	• 065-135	• 0-25	Platform • No restriction • Table 2 (temperature rise more than +2C above ambient)	210° LOS infringement when aircraft parked in run off area
	0			• 065-135	• 26-44	• No Landings Turbulence reports requested	5:1 Walkways at widest point approx. 3.2m from edge of SLA. Various deck structures below helideck level South side of helideck
				• 065-135	• 45+	• Table 1(T) if overflight of 5:1 infringements unavoidable • Approved friction surface - no net required	
Mariner B	20.9	16	1			FSU - Stern Deck Port side • Table 1(T) if overflight of port access platform unavoidable • Table 1(T&L) if overflight of shuttle tanker (when attached) is unavoidable. • HMS Rev.9B + Repeater Lights Fitted	150° Folding handrails on main access point are 0.75m over height if left up 5:1 Port access platform infringes sector - 3m from edge of SLA Various deck structures below helideck to starboard (fwd & aft) Shuttle tanker (when attached)
Montrose A	22.2	9.3	F			Platform • Table 1(T&L) if overflight of north side of platform is unavoidable. • Cleared for EC225 & S92	5:1 Accommodation module, north side of helideck, approx 20m from SLA. South crane boom tip approx 3m from SW edge of netting when in rest. Misc South elevation ID panel not visible during hours of darkness, lighting U/S.
Moray West OSP 1	N/A	N/A	0			• Offshore Substation Platform • Winching only	Misc Non standard - wind turbine winching area markings



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Moray West OSP 2	N/A	N/A	0			<ul style="list-style-type: none"> Offshore Substation Platform Winching Area Only 	Misc Non standard - wind turbine winching area markings
Mungo	22.8	14.6	F			NUI - H2 Large compliant - DIFFS fitted <ul style="list-style-type: none"> Table 1(T) if overflight of crane jib tip cannot be avoided Approved friction surface - no landing net 	5:1 Crane tip on South West side; Access platform & Cold flare boom East side Misc Gull Scat fitted - Loud irregular noises
Nelson	22.8	14	F			Platform <ul style="list-style-type: none"> Turbine exhausts East side of helideck. Possible temperature rise and turbulence Table 1(T) if overflight of SW foam monitor platform is unavoidable Risk of COLD FLARING - flare is not continuously lit 	5:1 South foam monitor platform 3m from SLA Misc Approved friction surface - no net Flare is not continuously lit. Circle and H Lights fitted
Ninian Central	22.2	9.3	F	<ul style="list-style-type: none"> 120°-185 120°-185° 120°-185° 	<ul style="list-style-type: none"> 0-35kts 36-49kts 50kts+ 	<ul style="list-style-type: none"> Manned platform - cleared for S92 Due to Mechanical Turbulence from the structure <ul style="list-style-type: none"> No limitations Table 2 (T & L) weight restrictions Nil Landings Turbulence reports mandatory for all flights in the sector 110-195 at winds above 10Kts Table1(T) if overflight of 5:1 infringements unavoidable Caution for night ops - both flare booms poorly lit Poor illumination on flare towers. 	5:1 North West access platform, hose bunker and stairway. Lifeboats and platform structure on South side
Ninian Southern	22.2	9.3	F	<ul style="list-style-type: none"> 215-275 215-275 205-285 	<ul style="list-style-type: none"> 40-50 50+ 	Platform <ul style="list-style-type: none"> Table 1(T) if overflight of 5:1 infringements unavoidable. Table 2 (T & L) due to possible turbulence from turbine stacks. Nil Landings. Turbulence reports required whenever the wind is in this sector. Cleared for S92. 	210° Valve above east hydrant housing - approx 400mm adl. East crane cab (when boom in rest) is marginal infringement. Handrails below east crane cab - approx 0.5m adl. Aircraft tie downs approx 35mm adl. 5:1 No 4 Lifeboat (SW) approx 30m below deck level. Accommodation roof and East access stair roof.



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
North Cormorant	22.8	21.0	F	• 305-005	• All	<p>NUI</p> <ul style="list-style-type: none"> • Possible Turbulence due to Flare and turbine exhausts. Exercise caution • Turbulence reports requested • Table 1 (T) if over flight of East or West sides of helideck is unavoidable 	<p>5:1 West - foam monitor platform, adjacent perimeter net, stairs, landing area, satellite dishes, crane boom and rest</p> <p>East - satellite dishes, turbine exhausts, temporary scaffolding, crane boom and rest</p> <p>South - NDB antennas extend approx. 700mm beyond perimeter net</p> <p>Misc Approved friction Surface – No Net</p>
North Everest	22.8	14.0	F		• 060° - 120° • All	<p>Platform</p> <ul style="list-style-type: none"> • Table 1 (T) if overflight of foam monitor platforms unavoidable • Aiming circle offset due to former obstruction in LOS • Possible turbulence (Turbine Exhausts) - no reports received. • Max weight of scales onbaord - 200kg 	<p>210° Chevron has been reduced from 208.5° to 206°</p> <p>5:1 NW & SW Foam monitor platforms. Main structure and SAT dishes to NE</p>
Penguins FPSO	22.2	12.9	1			<p>FPSO</p> <ul style="list-style-type: none"> . HMS Rev 9b fitted with repeater lights . Restrictions During Shuttle Tanker Loading: - No overflight of Penguins FPSO flare and process area - No overflight of Shuttle tanker. - No helicopter operations to Penguins FPSO during Shuttle tanker connection/disconnection. - No helicopter landing on Shuttle tanker within Penguins FPSO 500m zone (SAR flights to be Risk Assessed) - Turbulence should be expected in windspeeds over 30knts. Windsock may be unreliable. Please submit turbulence report should this be experienced 	
Piper B	22.8	14.0	F	• 320-040	• All	<p>Platform</p> <ul style="list-style-type: none"> • Possible turbulence • Overflight of NW & S foam monitor platforms on take off 	<p>210° • Outer edges of perimeter nets approx 300mm adl</p> <p>150° • Handrails in front of helifuel tank access walkway</p> <p>• Helifuel tank transit cage</p> <p>5:1 • NW & S foam monitor platforms 2.8m from SLA</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Saltire A	22.8	14.0	F			<p>NUI - Cyclically manned</p> <ul style="list-style-type: none"> • Table 1(T) if overflight of West Foam monitor platform unavoidable • Aiming Circle Offset due to Fire Extinguisher platform in LOS <p>Note: when unmanned, the Saltire GPA and Platform Wave Off lights are isolated. All initial unmanned landings and de-manning flights must have a signed risk assessment from the platform operator.</p> <p>• Note: South crane out of stowed position but not encroaching in OFS</p>	<p>150° Fire extinguisher platform by chevron over height - aiming circle offset to mitigate.</p> <p>5:1 SW Foam monitor platform.</p> <p>Misc Only 6 tie-down points available on deck GPA & Status Lights isolated when platform is unmanned. Approved Friction Surface - No net.</p>
Scott	22.8	14.6	F			<p>Platform</p> <ul style="list-style-type: none"> • Table 1(T) if overflight of south access unavoidable • Approved friction surface - no net • Possible Turbulence - Exhaust NE of helideck - No reports received 	<p>210° Tip of north crane boom when in rest</p> <p>5:1 South access platform Various deck structures on North and East side of installation</p> <p>Misc Approved friction surface - no landing net</p>
Shearwater	22.8	14.9	F	005-080		<p>Platform</p> <ul style="list-style-type: none"> • Possible turbulence (turbine exhaust) Turbulence reports requested to assess above • Table 1(T) if overflight Fire monitor platforms unavoidable. • Approved friction surface - no net. • Avoid overflight of Valaris 121 on Approach / Departure 	<p>5:1 East & West Fire monitor platforms extend 4.5m from SLA</p>
Solan	20.8	12.6	F		8	<p>Platform -</p> <ul style="list-style-type: none"> • H2 Large compliant • DIFFS fitted • Table 1(T&L) if overflight of the access platforms is unavoidable • Approved friction surface - no net fitted. 	<p>210° Wind sensor on top of pressure vessel NW of helideck (marginal)</p> <p>5:1 Access platforms (NW) 4.2m and (SW) 3.2m from SLA</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Tartan A	22.2	9.3	F			<p>NUI - cyclically manned 3 weeks on / 3 weeks off</p> <ul style="list-style-type: none"> • Table 1(T) if overflight of accommodation module unavoidable • Cleared for S92 • No fuel available • Daylight Operations Only due to Circle & H Lights U/S 	<p>Sig 5:1 Accommodation to north, satellite dish. Upto 15m from and between helideck level and 1.5m below helideck</p>
Tern A	22.8	21.0	F	• 295-355	• 0-35 • 36-44 • 45+	<p>NUI</p> <ul style="list-style-type: none"> • Only NAV Lights – no power on installation • No restriction - Table 2 due to turbulence from turbine exhausts - Nil Landings - Turbulence reports requested <p>Caution: Engine surges have been experienced by aircraft during take-off, even in lighter winds".</p> <ul style="list-style-type: none"> • Table 1(T) if over flight of west side of helideck is unavoidable. 	<p>5:1 Accommodation module & decks on west side Crane boom in rest, and stair tower east side</p> <p>Misc Note: Visibility weather and cloud data is taken from the Eider</p>
Thistle A	20.8	9.3	F	• 356-058 deg	• > 5 kts	<p>Platform</p> <ul style="list-style-type: none"> • Table 1 (T) if overflight of 5:1 infringements unavoidable • No landings due to turbulence from Aggreko HV power unit exhausts. Turbulence Reports required to assess sector Restriction does not apply when power reduced to generator A and/or B and locally exhausted as notified on the rig weather • Cleared for S92 	<p>210° OFS Reduced to 209° due to red crane South West side</p> <p>5:1 Accommodation unit (W) Foam monitor platform (W) Satellite dish (W)</p>
Tiffany	22.8	14.0	F	020-080		<p>Platform</p> <ul style="list-style-type: none"> • Possible turbulence from exhaust towers NE of deck and large solid structures at base of derrick • Table 1(T) to be applied if overflight of 5:1 obstructions unavoidable. 	<p>150° Sector infringed if aircraft parked in run-off area</p> <p>5:1 East side satellite dome platform E, W, & S foam monitor platforms and stairways</p>



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Triton	22.8	15.0	1	• 030-050 rel to ship hdg	• 0-15	FPSO • Possible turbulence due to turbine exhausts. Turbulence reports requested Non received. • Overflight of the port foam monitor platform and shuttle tanker to be avoided on take off • HMS Rev.9B + repeater lights fitted.	5:1 Port foam monitor platform Shuttle tanker astern (if attached) Misc Shuttle tankers connect to stern of vessel approximately every 10 days.
West Franklin	21	12.8	F	60-100 310-320		NUI • H2 RFFS Large Compliant - Automatic DIFFS Fitted • Wind data may be inaccurate due to; - helideck - crane	210° Clear Misc No helicopter starter unit
Western Isles	20.8	12.8	1			Circular FPSO • Table 1 (T) if over flight of starboard lifeboat is unavoidable • Possible turbulence from turbine exhaust port aft of helideck • Turbulence reports requested. • HMS Rev.9B + repeater lights fitted	5:1 Starboard lifeboat Port and starboard aft access + starboard vessel structure (180 - 210)