



Name	D	t	PRH	Wind	Kts	Limitation	Non Compliances
Calder	16.6	7.0	F			NUI Note: • Table 1(T) if overflight of 5:1 items unavoidable • Nil Landings due to corroded perimeter net supports. Additional HAD's required during passenger marshalling.	Sig 5:1 180 clear
	6			All	>30kts		
Conwy	17	6.8	F			NUI • Table 1(T) if overflight of 5:1 infringements is unavoidable. • Approved friction surface • Automatic DIFFS fitted	5:1 NE, SW & NW access platforms
CPC-1	22.2	12.6	F			Manned platform • Use zero wind for performance calculations • Extreme caution due to possible turbulence • Emergency only • Extreme caution due to possible turbulence • Main generators running without head recovery add 12 to ambient temperature for performance calculations • CPC-1 helideck closed when wind is above 7kts and flare is unlit. No restriction when topside is depressurised (Assume topside pressurised unless advised) • Aircraft hanger - may cause turbulence • Table 1 (T) if overflight of 5:1 infringements unavoidable	150° Refuelling unit marginal infringement in second sector of LOS 5:1 North & south access platforms 4m from SLA Misc Inboard perimeter lights are not co-incident with perimeter line Approved for S92 (MTOW 11861Kg) Callsign CPC-1
				• 045-135 • 045-135 • 045-135 • 135-160 • 060-100  • 010-060	• 0-20 • 21-30 • 31 plus • 21 plus All		
Douglas	16.0	5.3	F			Manned Platform • Caution Possible turbulence - Turbulence reports requested • Table 1(T) if overflight of west access is unavoidable • Approved for AW139 (6.8t) • When approaching or departing the platform to/from the Northeast, care should be taken to identify the flare stack structure, noting that the flare is no longer lit, the illumination of the flare stack is by secondary lighting	210° Outside edge of perimeter net frame - 310mm adl 5:1 Perimeter net frame at west access 2.8m from SLA
	1			• 050-120	All		



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DP-1	17.1	6.8t	F	270-340	≥20	Platform • Deck closed • Deck normally only used when CPC-1 deck is out of limits (045 - 135 above 30 Kts) • Daylight Operations only - Circle & "H" lights not fitted • Table 1 if overflight of 5:1 infringements unavoidable • Possible turbulence up to 30knts on wind direction 240 - further turbulence reports requested please	5:1 Platform structure to east and west
DP-6	17.4 6	7.0	F			NUI - H2 compliant - Not automatic • Table 1(T) if overflight of 5:1 items unavoidable • Wireline gantry operations may infringe 210 sector Local restrictions apply • Frictape Netlights fitted	5:1 Platform structure East and West
DP-8	17.4 6	6.8	F			NUI • Table 1(T) if overflight of 5:1 items unavoidable • Wireline gantry operations may infringe 210 sector - Local restrictions apply • Automatic self-oscillating monitors - H2- Large compliant	5:1 Platform structure on east and west sides
DPPA	18.7	8.6	F			NUI • Table 1(T) if overflight of 5:1 items unavoidable • Call sign DPP-Alpha • H2 RFFS Large Compliant (Automated)	5:1 West emergency access & platform structure north and south
Hamilton	14.6 5	4.9	F			NUI • Table 1 (T) if overflight of 5:1 items unavoidable • Aiming circle offset • No automatic fire-fighting facilities • Deck closed when Jack-up alongside	210° Outside edge of perimeter net frame up to 300mm adl  5:1 NE & SW access points and small crane arm on SW side  Misc Height limitation in 210 OFS & 1st sector of LOS is 150mm



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Hamilton North	14.6	4.9	F		5	<ul style="list-style-type: none"> <li>NUI - No automatic fire-fighting facilities</li> <li>Daylight operations only - Circle &amp; "H" lights not fitted</li> <li>Table 1 (T) if overflight of 5:1 items unavoidable</li> <li>Approved Friction Surface - No net</li> <li>Deck closed when Jack-up alongside</li> <li>Name abbreviated on deck to HAM-NORTH</li> </ul>	<ul style="list-style-type: none"> <li>210° Outside edge of perimeter net frame up to 300mm adl</li> <li>5:1 NE &amp; SW access points</li> <li>Misc Height limitation in 210 OFS &amp; 1st sector of LOS is 150mm</li> </ul>
Irish Sea Pioneer	13.6	4.9	1		8	<ul style="list-style-type: none"> <li>Jack Up</li> <li>Table 1(T) if overflight of 5:1 items is unavoidable</li> <li>No helicopter operations whilst on the move due to non-compliant HMS</li> <li>Approved for AW169 operations</li> </ul>	<ul style="list-style-type: none"> <li>210° Outer edge of perimeter net frame 290mm</li> <li>150° Inboard foam monitor behind chevron at 250mm adl Foam pipe marginal infringement for AW169 operations</li> <li>5:1 Forward access perimeter netting and lifeboat stations (port and starboard) infringe sector</li> </ul>
Lennox	14.6	4.9	F		5	<ul style="list-style-type: none"> <li>NUI - Manually operated foam monitors installed</li> <li>Table 1(T) if overflight of 5:1 items is unavoidable</li> <li>Approved Friction Surface - No net</li> </ul>	<ul style="list-style-type: none"> <li>210° Outside edge of perimeter net frame 250mm adl rising to 340mm adl Vent boom marginally infringes sector</li> <li>5:1 SW access platform and microwave dish</li> <li>Misc Height limitation in 210 OFS &amp; 1st sector of LOS is 150mm Deck closed when Jack-up alongside</li> </ul>
OSI	13.6	4.3	1		8	<ul style="list-style-type: none"> <li>Tanker (FPSO) Category 1</li> <li>Table 1 to be used if overflight of 5:1 items unavoidable</li> <li>Approved for AW169 operations</li> <li>PLHS in place for AW169 operations due to LOS obstruction</li> <li>HMS Rev.9b + Repeater Lights Fitted</li> </ul>	<ul style="list-style-type: none"> <li>210° Perimeter lights 140mm Perimeter net frame up to 250mm Access handrail 150mm Forward monitor - 250mm</li> <li>150° Access handrail 150mm lights 140mm Radar tower obstruction</li> <li>5:1 Mooring buoy and arm forward Perimeter net frame at outboard emergency access</li> </ul>