



HLL

TEMPORARY LIMITATION NOTICE

NOTICE TO: All Pilots

TLN NUMBER: 009-2025

SUBJECT: Shearwater – V121 – Deep Arctic Combined Operations

TLN ISSUED: 9 April 2025

EXPIRY DATE: **31 May 2025**

01 | OVERVIEW

PRIMARY ASSET	SECONDARY ASSET(S)
Shearwater	Valaris 121, Deep Arctic

COMMENTS

This TLN supersedes TLN – 052 – 2024 V121 at Shearwater Combined Operations

The VALARIS 121 (V121) is positioned at the Shearwater 'A' wellhead platform and is expected to be in position for approximately four (4) months. During the period that the rig is on location, both the V121 and Shearwater C platform helidecks will to be used. All flights to the V121 and the Shearwater will be managed by Shell logistics.

Additionally, the Deep Arctic construction vessel will be working within the V121 500m zone for approximately three (3) to four (4) weeks

During the scope of work a supply vessel will be positioned on the east side of the Deep Arctic for approximately two (2) days (**Ref fig 2**). Supply Vessel name to be provided during operations.

Figure 1: Shows the Deep Arctic positioned North easterly at approximately 256m from the V121. Whilst in this position, pilots are warned, the Deep Arctic infringes the 210° OFS of the V121.

Figure 2: Shows the Deep Arctic, with a supply vessel alongside, positioned North easterly at approximately 256m from the V121. Whilst in this position, pilots are warned, the Deep Arctic infringes the 210° OFS of the V121. The Supply vessel will be positioned to the east within the 150° LOS of the Deep Arctic.

Note: Unrestricted flights are only permitted to the Deep Arctic and the V121 when the 210° sectors are clear. Further contact with Helicopter Operators is required for the latest Vessel Helideck Orientation.

Given this is a multi-helideck project, all helidecks not expecting the arrival of a helicopter shall extinguish their TD/PM & H lighting. This will assist in the mitigation of wrong deck landings. TD/PM & H lighting will be illuminated at least 30 minutes prior to the expected arrival time of a helicopter as part of the HLO helideck inspection duties. This applies at all times of day.

Aircrew are requested to submit voyage reports advising HCA if the information above is incomplete or incorrect.

02 | IMAGES / DRAWINGS

FIGURE 1 – DEEP ARCTIC POSITIONED NORTH EASTERLY OF THE V121

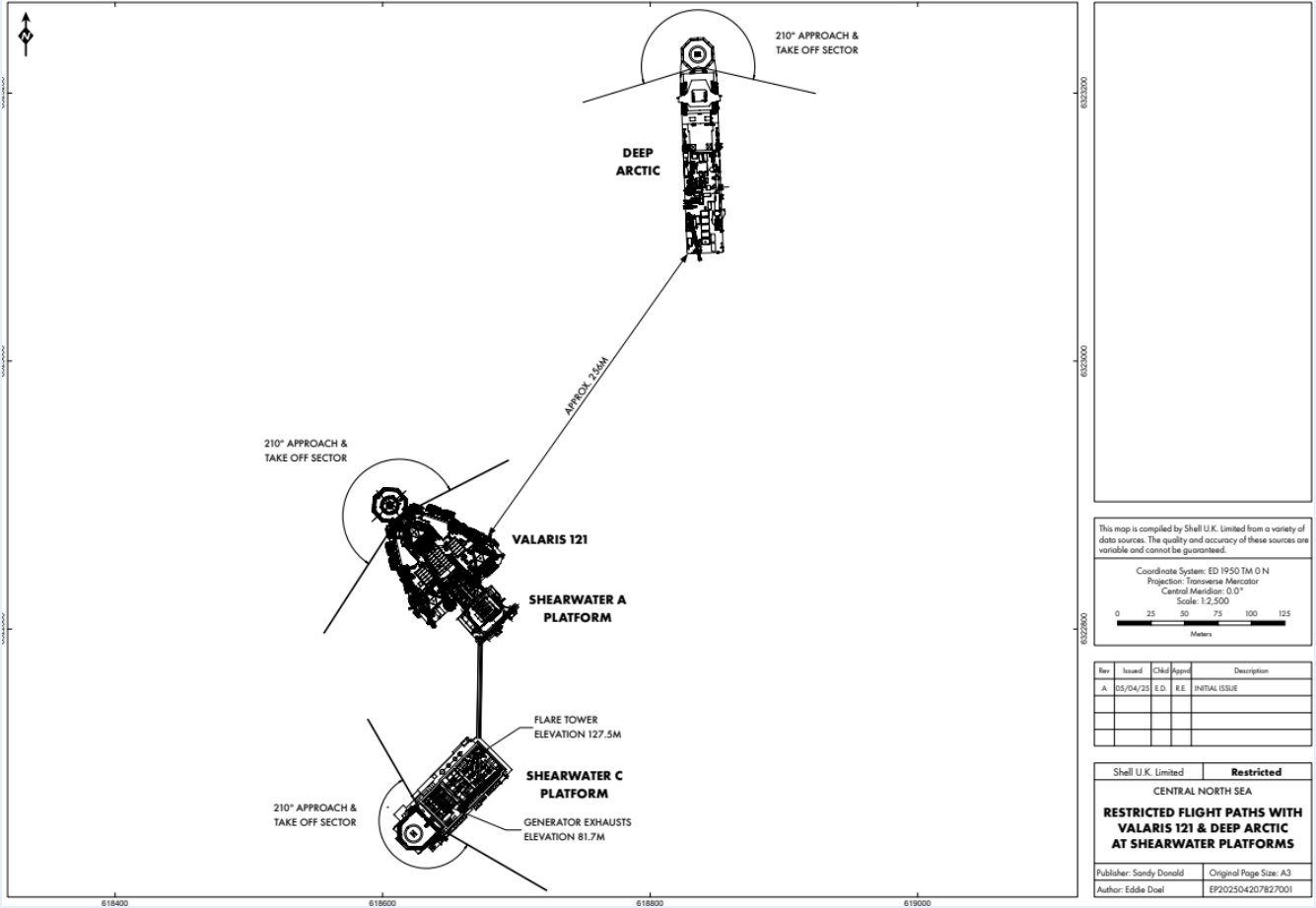
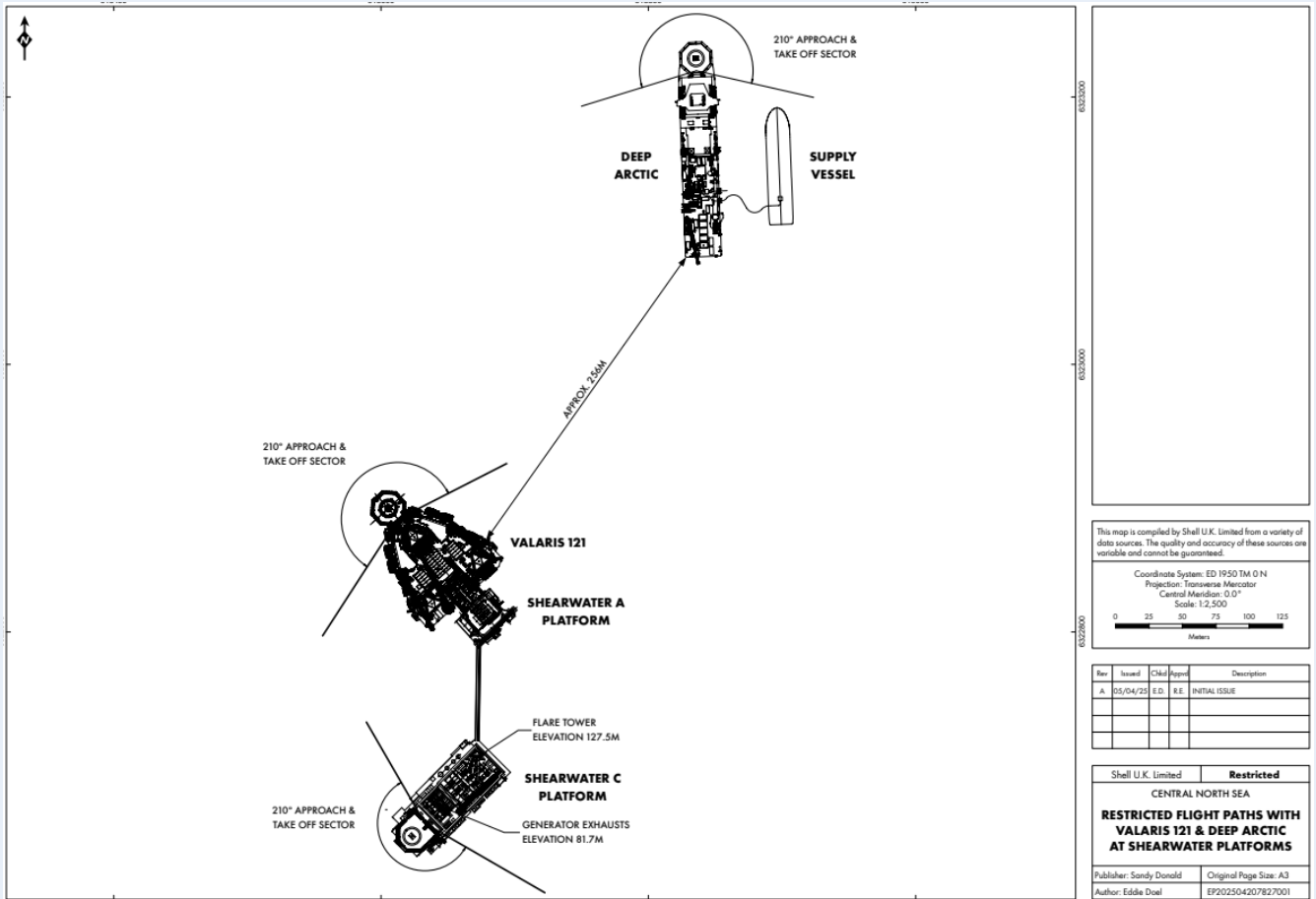


FIGURE 2 – THE DEEP ARCTIC, WITH SUPPLY VESSEL ALONGSIDE, POSITIONED NORTH-EASTERLY OF THE V121



03 | HLL LIMITATIONS

SHEARWATER

LIMITATION/COMMENT	WIND (T°)	SPEED (Kts)	NON-COMPLIANCES
EXISTING LIMITATIONS			
<ul style="list-style-type: none"> › Possible turbulence (turbine exhaust) Turbulence Reports requested to assess the above. › Table 1 (T) if overflight Fire monitor platforms unavoidable. 			210°: › Nil. 150°: › Nil 5:1: › East and West Fire Monitor platforms extend 4.5m from SLA. Miscellaneous: › Nil
ADDITIONAL LIMITATIONS			
› <i>Avoid overflight of Valaris 121 on approach/departure.</i>			› Nil.

VALARIS 121

LIMITATION/COMMENT	WIND (T°)	SPEED (Kts)	NON-COMPLIANCES
EXISTING LIMITATIONS			
› No HMS fitted – Stable deck conditions (1° Pitch/roll & 0.4m/s heave rate) when afloat.			210°: › Nil. 150°: › Nil 5:1: › Nil Miscellaneous: › Nil
ADDITIONAL LIMITATIONS			
› Nil.			› Nil.

DEEP ARCTIC

LIMITATION/COMMENT	WIND (T°)	SPEED (Kts)	NON-COMPLIANCES
EXISTING LIMITATIONS			
<ul style="list-style-type: none"> › Daylight Operations Only. › HMS Reb9b + Repeater Lights fitted. › DIFFS fitted. 			210°: › Nil. 150°: › Nil 5:1: › Nil Miscellaneous: › No Circle and H Lights fitted.
ADDITIONAL LIMITATIONS			
› <i>Unrestricted flights are only permitted when the vessels 210° Sector is clear. Further contact with Helicopter Operator is required for the latest Vessel Heading Orientation.</i>			› Nil.