

### PART B TABLE 1 & 2

	TABLE 1	TABLE 2
	<b>Helideck with 5:1 infringement.</b> (e.g. Platforms with Vessels alongside or any unavoidable helideck infringement)	<b>Helidecks affected by turbulence.</b> (e.g. Vessels alongside Platforms, clad derricks)
<b>T</b>	If the <b>take-off</b> path requires overflight of the 5:1 infringement <b>and</b> the factored headwind component is less than 15kts, the following limitations will apply:	<u><b>Landing &amp; Take-Off:</b></u>  <i>ALL Offshore helidecks generate some turbulence at some time or other and pilots should generally exercise caution.</i>
	<b>N.B:</b> For Ldg & T-off, overflight of the infringement should be avoided where practicable.	<b>Specific installations, with known problems have a “Turbulent Sector” noted in the HLL and whenever the wind is in this sector the helicopter weight should be reduced according to the table below OR as indicated by the specific HLL entry.</b>
<b>L</b>	The following limitations will apply for <b>landing</b> as notified if the factored headwind component is less than 15kts.	
TYPE	LIMITATION	LIMITATION
<b>S92</b>	Max weight limited to 25,300 lbs	Reduce RTOLW by 1,200 lbs
<b>EC225</b>	Max weight limited to 10,400 kg	Reduce RTOLW by 600 kg
<b>AS332L2</b>	Max. weight limited to 8,900 kg	Reduce RTOLW by 400 kg
<b>AW189</b>	Max. weight limited to 8,300 kg	Reduce RTOLW by 300 kg
<b>H175</b>	Nil	Reduce RTOLW by 300 kg
<b>AW139</b>	Nil	Reduce RTOLW by 200 kg
<b>S76C Series</b>	Max. weight reduced by 300 lbs.	Reduce RTOLW by 600 lb
<b>AW169</b>	Nil	Reduce RTOLW by 150 kg
<b>EC155</b>	Max. weight limited to 4,770 kg	Reduce RTOLW by 150 kg
<b>365N3</b>	Max. weight limited to 4,150 kg	Reduce RTOLW by 150 kg
<b>365N2</b>	Max. weight limited to 4,100 kg	Reduce RTOLW by 150 kg
<b>365N</b>	Max. weight limited to 3,800 kg	Reduce RTOLW by 200 kg
<b>H145</b>	Max Weight limited to 3,800kg	Reduce RTOLW by 100 kg
<b>EC135 T2</b>	Nil	Reduce RTOLW by 100 kg

Note:

1. If other limitations have been imposed elsewhere in these tables, then the more stringent shall apply.
2. RTOLW = Restricted Take off and Landing Weight, which under UK CAA OPS is the lesser of the HOGE weight and the En Route limiting weight