



Helideck Limitation List (HLL)

Part C Limitations for Operations to Moving Helidecks

Pitch, Roll, Inclination and Heave Rate:

Notes:

- Acceptable parameters are up to and including the limits given below, (pitch and roll figures are half amplitude, heave rate (SHR) is given in metres per second)
 - Limitations for helicopters not included in the table below are to be requested from the HCA Helideck Steering Committee (HSC)
 - Category 3 vessels (Bow mounted helideck) operating with the helideck downwind may be upgraded to Category 2 at the discretion of the helicopter commander
 - Category 2 vessels (Stern helideck) operating with the helideck upwind should be downgraded to Category 3
- Vessels with Midship helidecks are always Category 2***
- FPSO night operations – use Category 1 “Night Other Vessels” limitations
 - Stable deck conditions, when applied, assume a maximum of 1 degree pitch & roll and 0.4 m/s SHR

Aircraft Category		Helideck Category								
		1			2			3		
		P/R	INC	SHR	P/R	INC	SHR	P/R	INC	SHR
A	DAY	±3	3.5	1.3	±2	2.5	1.0	±2	2.5	1.0
	Night Semi-Sub	±3	3.5	1.0	Not Applicable			Not Applicable		
	Night Other	±2	2.5	1.0	±2	2.5	0.5	±1*	1.5*	0.5*
B	DAY	±4	4.5	1.3	±3	3.5	1.0	±3	3.5	1.0
	Night Semi-Sub	±4	4.5	1.0	Not Applicable			Not Applicable		
	Night Other	±3	3.5	1.0	±2	2.5	0.5	±1.5*	2.0*	0.5*

* Night operations to Category 3 vessels are not permitted in UK waters.

Key:

P/R = Pitch and Roll (deg); **INC** = Helideck inclination (deg); **SHR** = Significant Heave Rate (m/s);

For tanker mooring buoys (whose deck movement is measured by inclination rather than pitch and roll) the inclination limits are ±2° by day and ±1° by night regardless of aircraft category.

Aircraft Category:




A = S92, EC225, AS332 Series, AW189

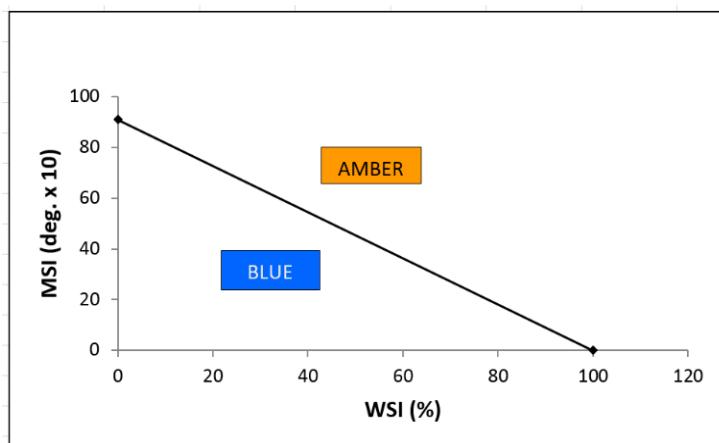
B = AW139, S76 series, AS365 Series, EC135, EC145, EC155, EC175, AW169, Bell 429.

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Helideck Status:




Prior to landing, the HMS repeater lights indicate the status of the helideck motion as follows:

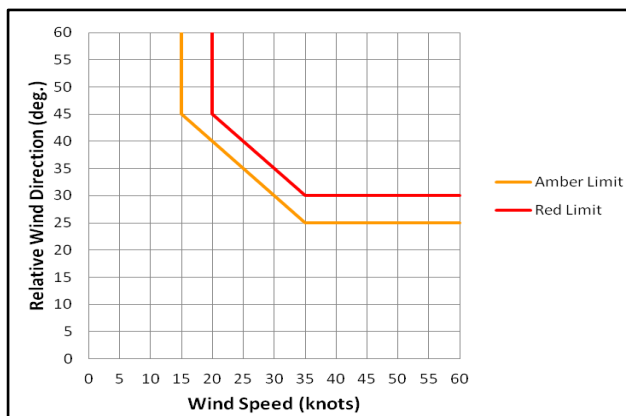
-  = safe to land (PITCH, ROLL, INCLINATION, HEAVE RATE and MSI/WSI all within limits).
-  = **do not land** (PITCH, ROLL, INCLINATION or HEAVE RATE out of limits).
-  = land with caution (MSI/WSI **only** out of limits). Consider employing revised helideck handling procedures – see Appendix A of HMS standard Rev.9c or later for guidance.



- The Motion Severity Index (MSI) is based on helideck accelerations and effectively represents the dynamic helideck inclination.
- The Wind Severity Index (WSI) is the 10-minute mean wind speed expressed as a percentage of the maximum safe value (43 kts).
- The current MSI/WSI limit is a generic limit applicable to all helicopter types.

After landing, the HMS repeater lights indicate the relative wind direction (RWD) status as follows:

-  = slow blue flashing - HMS in 'on-deck' mode, relative wind direction is within limits.
-  = fast AMBER flashing - relative wind limit approaching (within 5° and/or 5 kts of the limit).
-  = fast RED flashing - relative wind limit exceeded.



- The MSI/WSI limit (above) is predicated on the relative wind direction being maintained within the RWD red limit.
- See Appendix A of HMS standard Rev.9c or later for guidance on how to react to flashing amber/red repeater lights.