

**To all Offshore Duty Holders/Vessel/MODU Operators:**

**08 July 2025**

HCA has recently been made aware of a lack of understanding from some stakeholders on where and how temporary limitations are applied to offshore helidecks. Hopefully the following will explain under what circumstances a temporary limitation is applied along with where and how this is achieved.

There are 2 (two) methods by which the Helideck Certification Agency (HCA) can advise helicopter crews on temporary restrictions or limitations on offshore helidecks:

**1. Additions to the Helideck Information Plate (HIP):**

Limitations or restrictions affecting a single helideck generated from an issue onboard that asset may be highlighted on the HIP. These issues can cover, but are not limited to:

- Unserviceable equipment e.g. lighting (resulting in Day Ops Only),
- Temporary structures in the 150° limited obstacle sector, unserviceable fuel systems, unserviceable MET equipment etc.

These items would be stated in the specific section of the HIP, normally in italics and bold font, and are usually for temporary issues where they have a finite expiry time e.g. equipment lead time, specialist vendors, unserviceable fuel systems, very temporary work etc. Generally, these issues do not have a major effect on flight safety provided crews are made aware at flight planning stage.

Additions to the HIP can be made relatively quickly by HCA and are an efficient method of communicating potential risks and/or safety issues directly with the helicopter crews.

**2. Temporary Limitation Notice (TLN):**

HCA issues a Temporary Limitation Notice (TLN) when specific information about operational instructions, temporary limitations or restrictions apply against one or multiple helidecks operating in the same vicinity. These notices are crucial for ensuring the safety of helicopter operations by informing pilots and helideck operators about any temporary changes or hazards that might affect helicopter approach, landing and take-off.

The TLN is created as a collaboration between the HCA, helicopter operator Chief Pilot and the helideck operator. It should comply with the requirements detailed in CAP437 but may also take into consideration any issues the helicopter operator considers may affect operational flight safety.

Considerations resulting in a TLN being raised include, but are not limited to, e.g:

- Multi-helideck operations - Combined operations usually involving 2 or more installations and/or vessels being in close proximity/alongside one another
- Possible turbulence issues due to temporary works
- Standard approach deviations
- Temporary 210° sector and/or 5:1 limitation.
- Impositions into the 500m zone
- Crane operations on the non-operational/non-receiving helideck
- Long term unavailability of essential equipment related to helicopter operations

- Temporary structures impacting on helicopter operations

In the vast majority of multi-helideck operations, a TLN will be required therefore it is essential Duty Holders advise HCA as soon as practicable of any multi-helideck/multi-asset operations.

The Duty Holder should provide to HCA ([info@helidecks.org](mailto:info@helidecks.org)) an electronic copy of a plan drawing of the multi-asset site, relative to North, detailing directions of helidecks through the centre line of the H. The Duty Holder should also provide a start and finish date for the project.

TLN's require the approval of the primary helicopter operator therefore information to prepare a TLN should be provided at least 1-2 weeks prior to proposed operational commencement. Failure to provide the minimum information could result in a delay in the production of a TLN and may affect helicopter operations.

Vessels, MODU's and Floatels do not appear next to platforms at very short notice therefore early communication with HCA should taken into consideration in any MoC plan.

Please contact HCA if there is any doubt or questions on whether a TLN is required.

Regards

For and behalf of HCA



Graham Wildgoose  
**Technical Director**