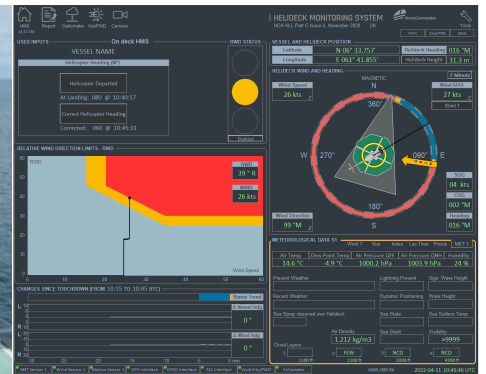
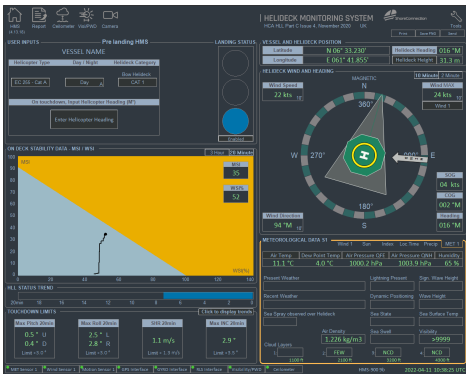


# HMS-900

# HELIDECK MONITORING SYSTEM



## History

ShoreConnection has provided helideck monitoring systems on hundreds of ships and platforms worldwide. We are an long established, trusted supplier providing detailed quality Meteorological and Motion data inside a modern user friendly graphical interface. Such information is of key importance to providing safe helicopter transfers from vessels or fixed structures.

## Standards

ShoreConnections products and its software are fully certified with the international rigorous standards for helidecks, including UK CAA CAP 437, Norwegian CAA BSL D 5-1 and the Brazilian DPC Norman-27.

## HMS 9B

The HCA published new regulations which came into force as of the 1st April 2021. These apply to the following, which are fitted with a helideck, FPSO's, FSO's, offshore vessels and diving support vessels.

To comply with HMS 9B ShoreConnection has developed HMS 900 a totally new software program encompassing all the new requirements specified.

Our HMS-900 design, FAT, data verification report and site acceptance test procedures are certified by CAA International. It is fully compliant with UK CAA CAP 437 Ch. 6 Pre-flight Offshore Weather Report, Standard HMS rev9b and in keeping with the upcoming proposed rev9c features.



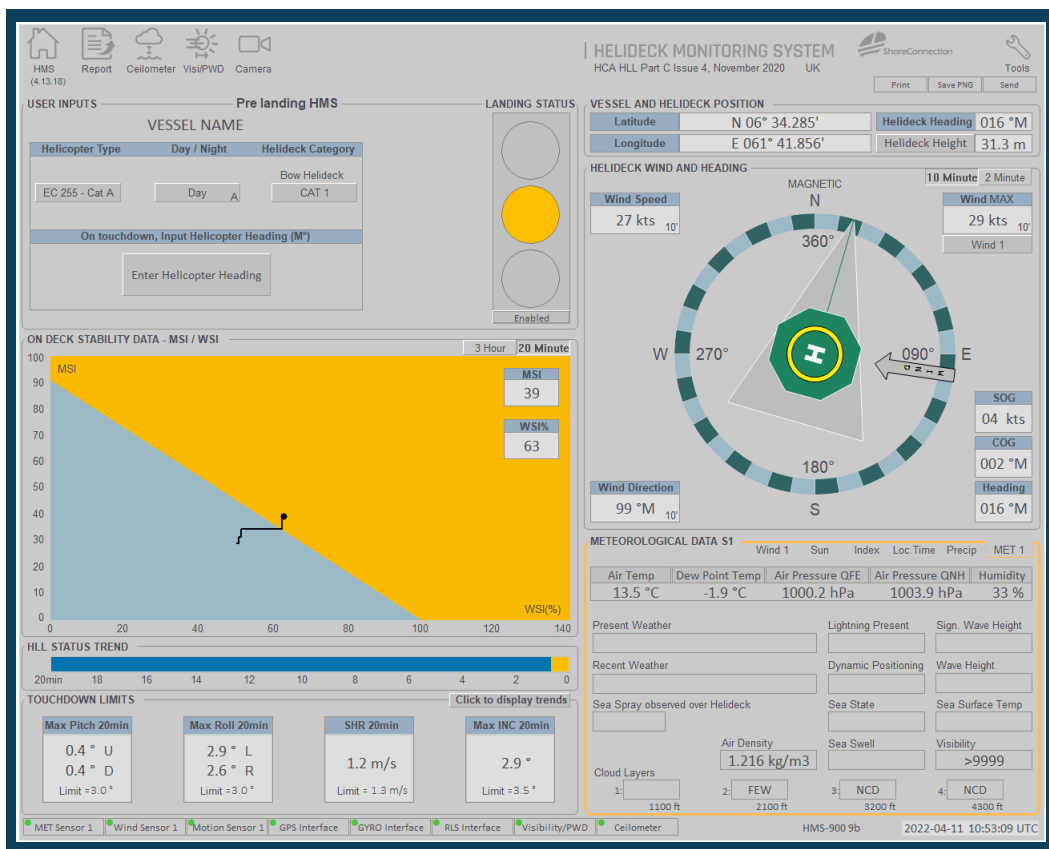
## HMS-900 Features

- Enhanced Helideck Safety
- Helideck Motion Information
- Recording/Playback of data
- Measure of Motion severity
- Landing log of flights
- Weather information
- Wind direction indicator
- Automatic landing and take-off calculations
- Repeater light control
- Pre Landing/On Deck screens
- Pre Flight Report email
- Flexibility of sensors
- Easily upgradable
- Complies to CAP 437 9b

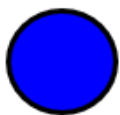
# HMS-900

# HELIDECK MONITORING SYSTEM

## PRE LANDING SCREEN



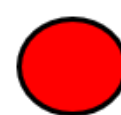
## LANDING STATUS EXPLANATION



Blue Status  
(Steady Burning)  
**'Safe to Land'**



Amber Status  
(Steady Burning)  
**'Consider using modified  
Operating Procedures'**



Red Status  
(Steady Burning)  
**'Do not Land'**

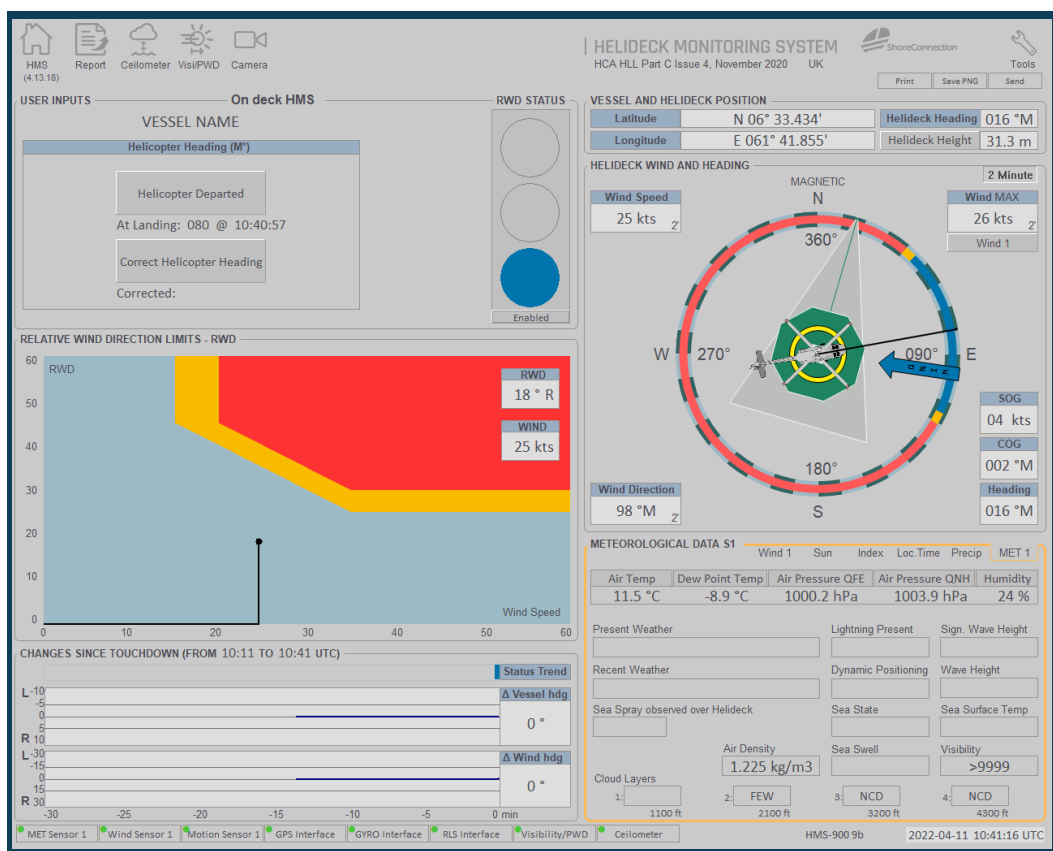
Before the helicopter lands HMS-900 displays the "Pre-landing" page on the Operators display. HMS-900 processes the data and analyses the Motion Severity Index (MSI), Wind Severity Index (WSI) and displays the information through the Helideck Repeater Lights and they will display Blue / Amber / Red.

The meteorological parameters are displayed as in the CAP and BSL requirements. The motion data is displayed as per the current HCA recommendations and the relation between the MSI and WSI is displayed in a graphical format.

# HMS-900

# HELIDECK MONITORING SYSTEM

## ON DECK SCREEN



## LANDED STATUS EXPLANATION



Blue Status  
(Slow Flash)

**'Relative wind direction'  
Within limits**



Amber Status  
(Fast Flash)

**'Impending relative wind'  
Limit exceeded**



Red Status  
(Fast Flash)

**'Relative wind'  
Limit exceeded'**

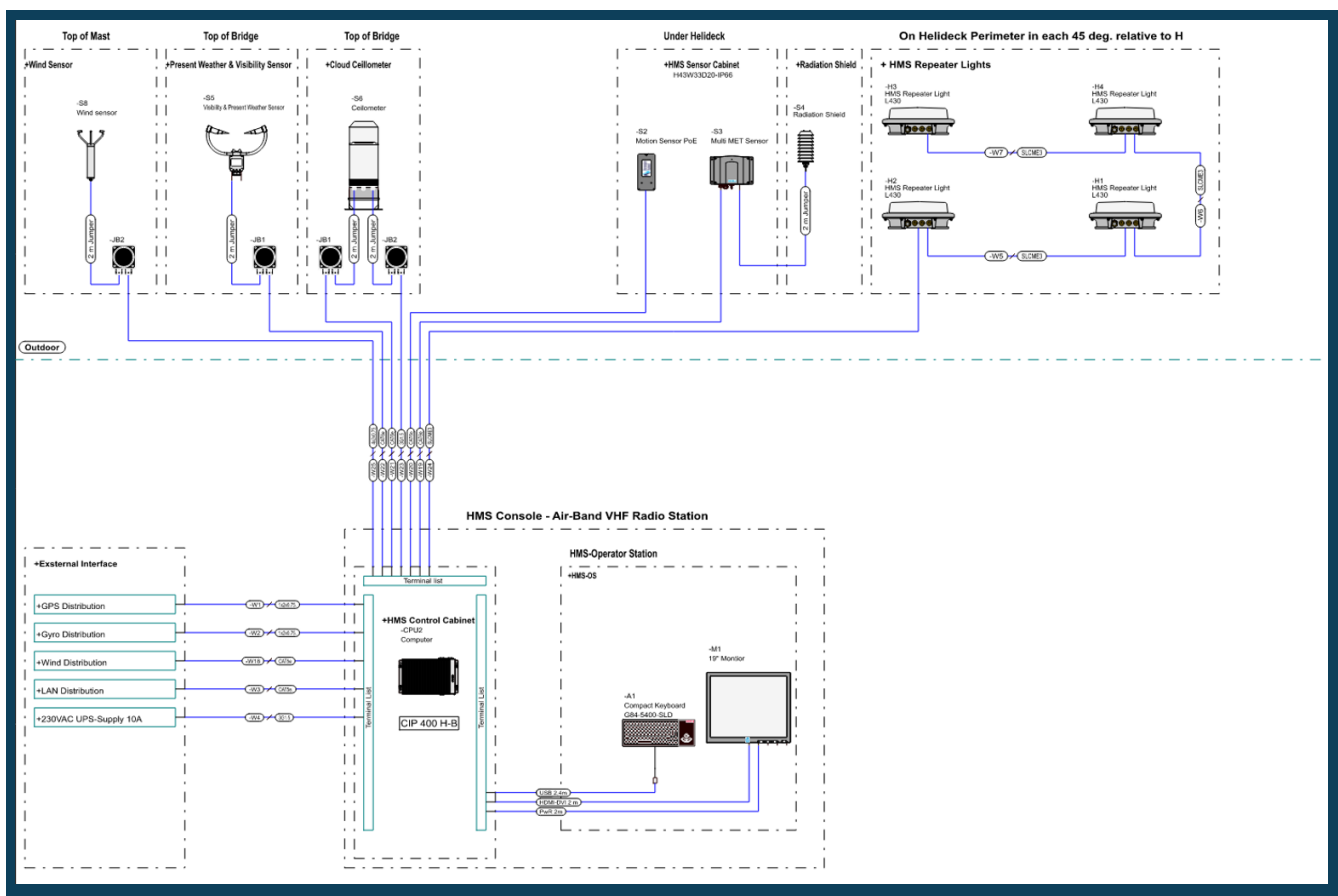
After the helicopter has landed and preceding takeoff HMS-900 shows "On-Deck" page on the Operators display. HMS-900 processes the data and analyses the Relative Wind Direction (RWD) and displays the information through the Helideck Repeater Lights and they will display flashing Blue / Amber / Red in accordance with the information received.

The controlling algorithm will also change, rather than the MSI/WSI the on stop light is now controlled by the wind direction relative to the helicopter and the wind speed. The other meteorological parameters needed to for a safe take off will still be displayed.

## HMS-900

# HELIDECK MONITORING SYSTEM

## TYPICAL LAYOUT DIAGRAM



## INTEGRATABLE

Our flexible solution can integrate with existing sensors aboard and we are independent when it comes to selecting high quality equipment, which is approved for use in the harsh offshore environment. These sensors can be interfaced with the system as per the clients' requirements.

HMS-900 is fully compliant with the guidelines issued by the CAA UK CAP 437 and HCA document rev 9B. It also complies with Norwegian CAA BSL D D 5-1 and the Brazillian Normam 27. It's easy to change the displayed graphical on-screen view of the HMS-900 to comply with the regulations in different countries