



Noble Corporation plc & Subsidiaries - Fleet Status Report Summary

Noble Corporation plc released a Fleet Status Report on **May 10, 2018**.

A copy of the report is attached to this note and available in PDF and Excel formats on our website: www.noblecorp.com.

The Company will continue to report planned periods of downtime of 14 days or more by rig covering regulatory inspections and upgrade projects.

Timing and length of planned shipyard stays are subject to, among other things, changes in Noble's and its customers' schedule(s).

This summary is provided as a courtesy and is not intended to replace a detailed review of the Fleet Status Report.

You are urged to review the Fleet Status Report in detail.

| New Contracts / Extensions / Modifications / Letters of Intent | Operational Downtime Summary |
|--|------------------------------|
| <p><u>North Sea:</u> <i>Noble Houston Colbert: May 2019 to November 2019.</i></p> <p><u>Middle East:</u> <i>Noble Mick O'Brien: June 2018 to January 2019.</i></p> | <p>Nothing to report.</p> |

The Company anticipates issuing its next Fleet Status Report on: **Thursday, June 7, 2018.**





NOBLE CORPORATION PLC AND SUBSIDIARIES FLEET STATUS REPORT - May 10, 2018

| RIG | RIG DESIGN | RIG TYPE | YEAR BUILT / REBUILT | WATER DEPTH | LOCATION | OPERATOR | ESTIMATED CONTRACT START DATE | ESTIMATED CONTRACT EXPIRATION DATE | FULL CONTRACT DAYRATE (\$000) | COMMENTS |
|---------------------------------------|--------------------------|-----------------|----------------------|-------------|----------------|----------------|--------------------------------|------------------------------------|-------------------------------|--|
| Western Hemisphere (10) | | | | | | | | | | |
| United States (7) | | | | | | | | | | |
| <i>Noble Tom Madden</i> | Gusto P10,000 | Drillship | 2014 | 12,000'-DP | US GOM | | May 2016 | | - | Available, warm stacked. |
| <i>Noble Sam Croft</i> | Gusto P10,000 | Drillship | 2014 | 12,000'-DP | US GOM | | May 2016 | | - | Available, warm stacked. |
| <i>Noble Don Taylor</i> | Gusto P10,000 | Drillship | 2013 | 12,000'-DP | US GOM | Shell | Late Aug 2013 | Late Feb 2019 | 487 | Eligible for a maximum 15% performance bonus. |
| <i>Noble Jim Day</i> | Bingo 9000 | Semisubmersible | 1999/2010 | 12,000'-DP | US GOM | | Late Jan 2016 | | - | Cold stacked. |
| <i>Noble Danny Adkins</i> | Bingo 9000 | Semisubmersible | 1999/2009 | 12,000'-DP | US GOM | | Mid Mar 2016 | | - | Cold stacked. |
| <i>Noble Amos Runner</i> | Noble EVA 4000™ | Semisubmersible | 1982/1999 | 8,000' | US GOM | | Mid Feb 2016 | | - | Cold stacked. |
| <i>Noble Paul Romano</i> | Noble EVA 4000™ | Semisubmersible | 1981/1998 | 6,000' | US GOM | Hess | Early Oct 2017 | Mid May 2018 | 115 | |
| Canada (1) | | | | | | | | | | |
| <i>Noble Regina Allen</i> | F&G JU-3000N | Jackup | 2013 | 400'-IC | Canada | ExxonMobil | Mid Dec 2017 | Mid Dec 2019 | 94 | |
| South America (2) | | | | | | | | | | |
| <i>Noble Bob Douglas</i> | Gusto P10,000 | Drillship | 2013 | 12,000'-DP | Guyana | ExxonMobil | Apr 2018 | Apr 2021 | Not Disclosed | |
| <i>Noble Bully I (a)</i> | GustoMSC Bully PRD 12000 | Drillship | 2011 | 8,200'-DP | Curaçao | | Mid Mar 2017 | | | Cold stacked. |
| Eastern Hemisphere (18) | | | | | | | | | | |
| Europe & Mediterranean (5) | | | | | | | | | | |
| <i>Noble Globetrotter I (b)</i> | Globetrotter Class | Drillship | 2011 | 10,000'-DP | Egypt | Shell | Mid Jul 2017 | Mid Jul 2022 | 275 | Dayrate based on a market index or the newly established floor of \$275,000, whichever is higher, and will be adjusted every six months thereafter until completion of the contract. Eligible for a 15% performance bonus. |
| <i>Noble Globetrotter II (b)</i> | Globetrotter Class | Drillship | 2013 | 10,000'-DP | Bulgaria | | Early Jan 2018 | | | Available, warm stacked. The rig will continue to receive the \$185,000 per day idle rate for up to 730 days, as part of previously announced contract amendment for rig. |
| | | | | | TBD | Shell Shell | Late Dec 2016 Late Dec 2018 | Late Dec 2018 Early Sep 2023 | 185 TBD | Following the conclusion of the idle period, the unit will earn a dayrate based on a market index or the newly established floor of \$275,000, whichever is higher. Dayrate will be adjusted every six months thereafter until completion of the contract. Eligible for a maximum 15% performance bonus. |
| <i>Noble Lloyd Noble</i> | Gusto MSC CJ70-x150-ST | Jackup | 2016 | 500'-IC | United Kingdom | Statoil | Late Nov 2016 | Late Nov 2020 | 451 | Dayrate includes mobilization revenue. Plus up to 2 years of priced options. |
| <i>Noble Sam Turner</i> | F&G JU-3000N | Jackup | 2014 | 400'-IC | Denmark | Total | Late Jun 2016 | Late Aug 2018 | 96.5 | |
| <i>Noble Hans Deul</i> | F&G JU-2000E | Jackup | 2009 | 400'-IC | United Kingdom | Spirit Energy | Mid Apr 2018 | Mid Dec 2018 | Not Disclosed | 2x100-day priced options remain. |



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|------------------------------------|------------------------------|-----------------|----------------------|-------------|--------------------------------|---------------------------------|-----------------------------------|------------------------------------|---------------------------------------|--|
| Middle East & India (8) | | | | | | | | | | |
| <i>Noble Houston Colbert</i> | F&G JU-3000N | Jackup | 2014 | 400'-IC | Qatar United Kingdom | Dolphin Not Disclosed | Early Feb 2018 May 2019 | Early Feb 2019 Nov 2019 | Not Disclosed Not Disclosed | |
| <i>Noble Mick O'Brien</i> | F&G JU-3000N | Jackup | 2013 | 400'-IC | UAE Qatar | Qatar Gas | Late Aug 2017 Jun 2018 | Jun 2018 Jan 2019 | Not Disclosed | Available, warm stacked. |
| <i>Noble David Tinsley</i> | Modec 300C-38 | Jackup | 1981/2004/2010 | 300'-IC | UAE | | Late Dec 2017 | | | Cold stacked. |
| <i>Noble Scott Marks</i> | F&G JU-2000E | Jackup | 2009 | 400'-IC | Saudi Arabia | Saudi Aramco | Early Jul 2017 | Early Jul 2022 | 159 | |
| <i>Noble Roger Lewis</i> | F&G JU-2000E | Jackup | 2007 | 400'-IC | Saudi Arabia | Saudi Aramco | Early Mar 2017 | Early Mar 2022 | 159 | Rig experienced 13 days of operational downtime at zero dayrate for regulatory inspection in 1Q/2Q 2018, previously expected to be 15 days. |
| <i>Noble Alan Hay</i> | Levingston Class 111-C | Jackup | 1980/2005 | 300'-IC | UAE | | Late Dec 2017 | | | Cold stacked. |
| <i>Noble Joe Beall</i> | Modec 300C-38 | Jackup | 1981/2004 | 300'-IC | Saudi Arabia | Saudi Aramco | Early Jan 2016 | Mid Nov 2018 | 65 | |
| <i>Noble Gene House</i> | Modec 300C-38 | Jackup | 1981/1998 | 300'-IC | Saudi Arabia | Saudi Aramco | Early Jan 2016 | Mid Nov 2018 | 65 | Previously anticipated +/-30 days of operational downtime at zero dayrate for regulatory inspection has been postponed to a later period. |
| Far East & Oceania (5) | | | | | | | | | | |
| <i>Noble Bully II (a), (b)</i> | GustoMSC Bully PRD 12000 | Drillship | 2011 | 10,000'-DP | Singapore Singapore TBD | Shell Shell Shell | Apr 2017 Apr 2018 Dec 2018 | Apr 2018 Dec 2018 Apr 2022 | 200 230 TBD | Following the conclusion of the idle period, the unit will earn a dayrate based on a market index or the newly established floor of \$200,000 plus daily operating expenses, whichever is higher. Dayrate will be adjusted every six months thereafter until completion of the contract. |
| <i>Noble Dave Beard</i> | F&G 9500 Enhanced Pacesetter | Semisubmersible | 1986/2009 | 10,000'-DP | Singapore | Shipyard | Late Apr 2016 | | - | Cold stacked. |
| <i>Noble Clyde Boudreaux</i> | F&G 9500 Enhanced Pacesetter | Semisubmersible | 1987/2007 | 10,000' | Singapore Myanmar | Shipyard PTTEP | Early Jan 2016 Jun 2018 | Jan 2019 | - Not Disclosed | Completing reactivation program. |
| <i>Noble Tom Prosser</i> | F&G JU-3000N | Jackup | 2014 | 400'-IC | Timor-Leste | ConocoPhillips | Mid Apr 2018 | Mid Dec 2018 | Not Disclosed | |
| <i>Noble Sam Hartley</i> | F&G JU-3000N | Jackup | 2014 | 400'-IC | Malaysia | | Early Jan 2018 | | | Available, warm stacked. |

Changes from last Fleet Status Report denoted by Red, Bold type.

Definitions of Date Ranges: Early: 1st - 10th ; Mid: 11th - 20th; Late: 21st - End of Month

Planned 2018 downtime denoted in Black, Bold type.

(a) Commitment split 50/50 - Joint Venture between Shell and Noble Corp.

(b) Please see the Company's Form 8-K dated December 12, 2016 for information relating to the dayrate adjustment mechanism.

This fleet status report contains information on contracts and letters of intent or awards with our customers. Letters of intent or awards are noted in the comments section and may not result in an actual drilling contract. The information contained in this fleet status report is as of the date of the report only and is subject to change without notice to the recipient, and we assume no duty to update any portion of the information contained herein. This fleet status report contains statements that are not historical facts, which are "forward-looking statements" within the meaning of the U.S. federal securities laws. Forward-looking statements include, but are not limited to, statements about estimated duration of client contracts, contract dayrate amounts, future contract commencement dates, shipyard projects, our business, financial performance and prospects. Although we believe that the expectations reflected in such forward-looking statements are reasonable, we cannot assure you that such expectations will prove to have been correct. Various factors could cause actual results to differ materially.

Full Contract Dayrate reflects the full daywork operating rate payable to the Company by the operator as provided in the applicable drilling contract unless otherwise specified. The average dayrate over the term of the contract will be lower and could be substantially lower. The actual average dayrate will depend upon a number of factors (rig downtime, suspension of operations, foreign exchange currency movements, etc.) including some beyond our control. Our client contracts and operations are generally subject to a number of risks and uncertainties. Under our drilling contracts, our clients have termination rights, which may be exercised under various circumstances. These rights relate to, among other conditions, equipment breakdown, failure to meet delivery windows, and equipment and specification failures. In very limited cases, our clients have termination rights with no or minimal notice and financial penalties. We discuss these factors, including risks, uncertainties and assumptions concerning actions by our clients, governments and other third parties, drilling activity levels, market conditions, operational difficulties, weather related events and other matters, from time to time in our filings with the U.S. Securities and Exchange Commission ("SEC"), which we urge you to review and which are available free of charge on the SEC's Website at www.sec.gov.