



## Noble Corporation plc & Subsidiaries - Fleet Status Report Summary

Noble Corporation plc released a Fleet Status Report on **April 12, 2018**.

A copy of the report is attached to this note and available in PDF and Excel formats on our website: [www.noblecorp.com](http://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><b><u>U.S Gulf of Mexico</u></b> <b><i>Noble Paul Romano</i></b>: Early April 2018 to Mid June 2018 at a dayrate of \$115,000. (Extension)</p>	<p>Nothing to report.</p>

The Company anticipates issuing its next Fleet Status Report on: **Thursday, May 10, 2018**.





**NOBLE CORPORATION PLC AND SUBSIDIARIES FLEET STATUS REPORT - April 12, 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
<b>Western Hemisphere (10)</b>										
<b>United States (7)</b>										
<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 Jun 2018	115	
<b>Canada (1)</b>										
<i>Noble Regina Allen</i>	F&G JU-3000N	Jackup	2013	400'-IC	Canada	ExxonMobil	Mid Dec 2017	Mid Dec 2019	94	22-well P&A program expected to require up to 2 years to complete.
<b>South America (2)</b>										
<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.
<b>Eastern Hemisphere (18)</b>										
<b>Europe &amp; Mediterranean (5)</b>										
<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.
						Shell	Late Dec 2016	Late Dec 2018	185	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.
	Shell	Late Dec 2018	Early Sep 2023	TBD						
<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	Exercised 65-day priced option; 2x100-day priced options remain.



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<b>Middle East &amp; India (8)</b>										
<i>Noble Houston Colbert</i>	F&G JU-3000N	Jackup	2014	400'-IC	Qatar	Dolphin	Early Feb 2018	Early Feb 2019	Not Disclosed	
<i>Noble Mick O'Brien</i>	F&G JU-3000N	Jackup	2013	400'-IC	UAE		Late Aug 2017			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	<b>Rig experienced 13 days</b> of operational downtime at zero dayrate for regulatory inspection in 1Q/2Q 2018, <b>previously expected to be 15 days.</b>
<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	<b>Anticipate +/-30 days of operational downtime at zero dayrate for regulatory inspection in 2Q2018, previously +/-110 days due to a reduction in project scope.</b>
<b>Far East &amp; Oceania (5)</b>										
<i>Noble Bully II (a), (b)</i>	GustoMSC Bully PRD 12000	Drillship	2011	10,000'-DP	Singapore	Shell	Apr 2017	Apr 2018	200	
					<b>Singapore</b>	<b>Shell</b>	<b>Apr 2018</b>	<b>Dec 2018</b>	<b>230</b>	<b>Standby period extended through December 2018.</b>
					TBD	Shell	Dec 2018	Apr 2022	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	Shipyards	Late Apr 2016		-	Cold stacked.
<i>Noble Clyde Boudreaux</i>	F&G 9500 Enhanced Pacesetter	Semisubmersible	1987/2007	10,000'	Singapore	Shipyards	Early Jan 2016		-	Completing reactivation program.
					Myanmar	PTTEP	Mid May 2018	Jan 2019	Not Disclosed	
<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.

Planned 2018 downtime denoted in Black, Bold type.

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

(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.