Alignment with Dutch changes made to K13A procedures in North Sea Area V

Stage 1 Define

Assessment Meeting

ACP-2025-009

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Agenda

- Introduction
- Statement of Need (discussion and review)
- Issues or opportunities arising from the proposed change
- Options to exploit opportunities or address issues identified
- Current day scenario
- Provisional indication of the level and process requirements
- Provisional process timescales
- Safety case requirements
- Next steps
- AOB

Statement of Need

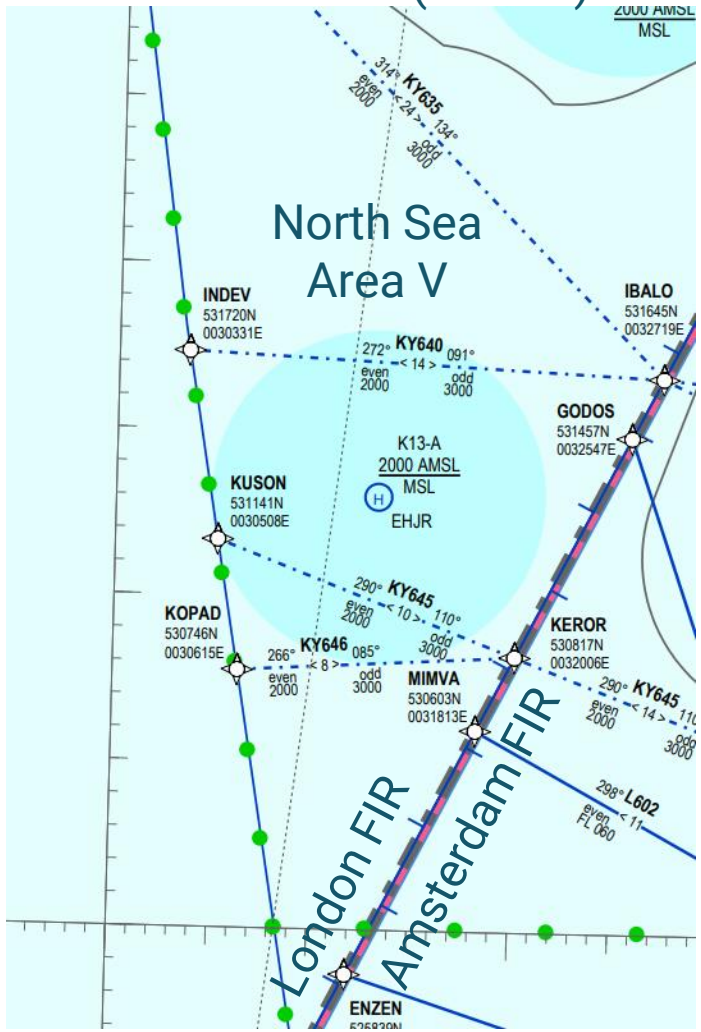
Alignment with Dutch changes to K13A procedures in North Sea Area V

- (Dutch) change: Implementation of offshore Point in Space (PinS) procedures to Gas Production Rig K13A by the Netherlands
- Opportunity: The change is expected to improve safety through the availability and better containment of advanced procedures when compared to the currently utilised airborne radar approaches (ARA) to gas production rig K13A
- Current airspace design: North Sea Area V - Class G: The provision of air traffic services in this portion of UK airspace is delegated to the Netherlands. Services are provided to all traffic at or below FL55
- Current air traffic situation: Approximately 1 flight per day to/from gas production rig K13A with no significant change forecast
- Not inconsistent with AMS: The changes are in Class G airspace, below 2000ft and over the North Sea in airspace where the provision of air traffic services is delegated to the Netherlands

Background on Dutch change

- K13A is situated in the Dutch Exclusive Economic Zone, airspace is UK, ATS is delegated to LVNL
- Current day helicopter operations (approaches) in IMC restricted to Airborne Radar Approaches
- Increasing space conflicts between platforms and (planned) wind farms
- PinS navigation is expected to be safer, more precise, less space needed
- Supports optimal wind farm planning

Source: ENR 6-3.1 (NL AIP)



Issues and/or Opportunities Arising from the NL Change

Main opportunities

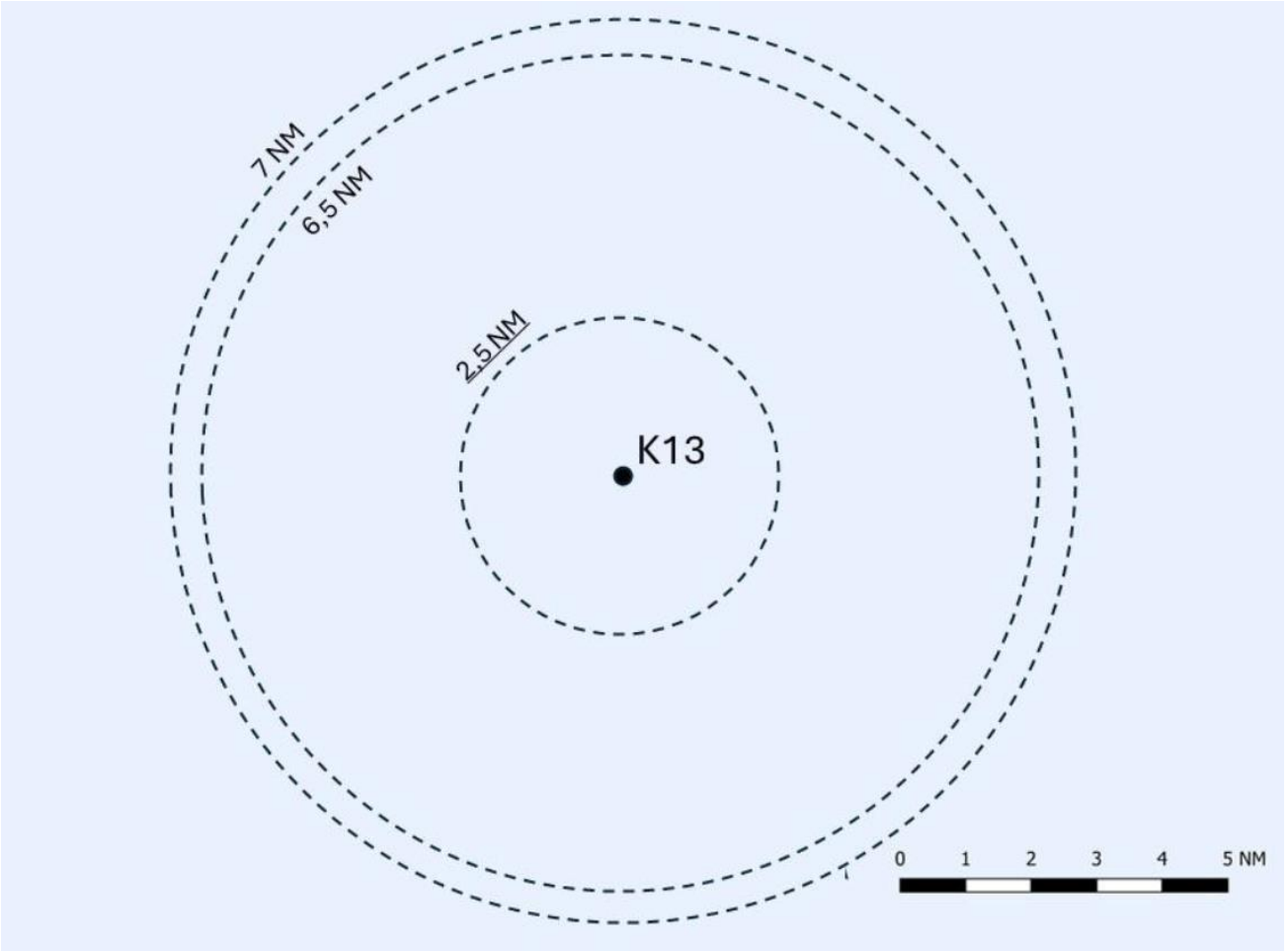
- Safer, more precise, less space needed
- More space for offshore wind energy
- No impact on other air traffic

Main issues

- UK FIR with ATS delegated to NL requires alignment between states
- Concept of PinS not new, but the offshore application is
- PinS would be NL flight procedure using EGNOS within UK FIR
- Uncontrolled mobile obstacle environment (shipping)

Current Day Scenario

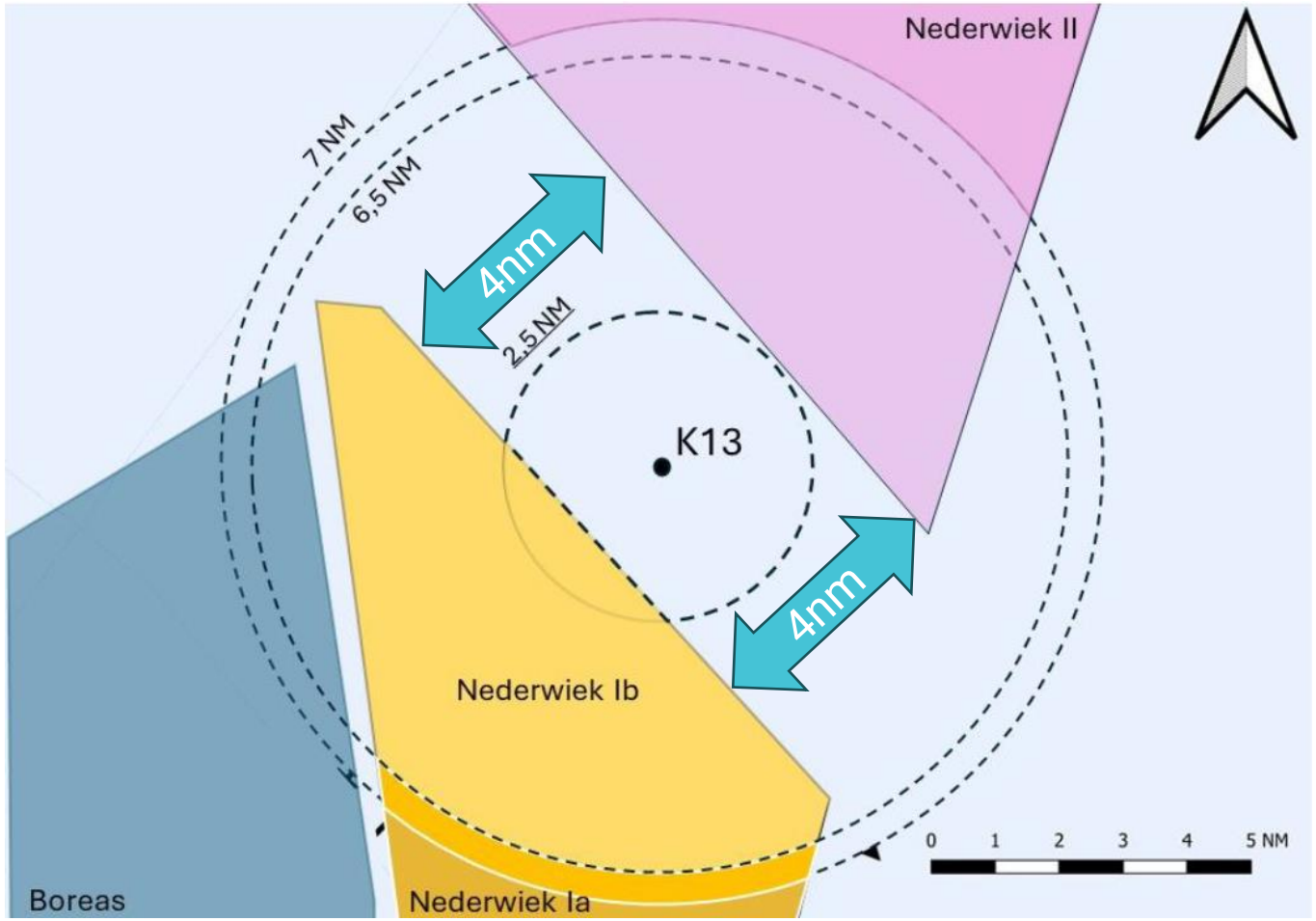
- Helicopters use Airborne Radar Approaches (ARA's) in IMC conditions.
- With 1000 ft turbines the length of the approach path is about 7 NM.
- 360 degrees approaches and departures (depending on wind) require an obstacle free circle shape with radius 7 NM



Wind farm development

- UK wind farm Norfolk Boreas: 860 ft
- Nederwiek (Ia, Ib, II): max. 1000 ft.
- Clearway between Nederwiek 1b and II: width 4 NM

→ Insufficient space for ARAs



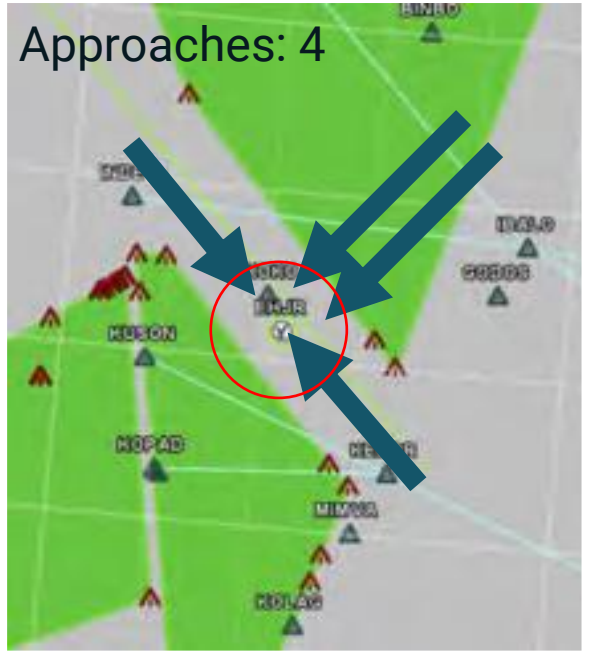
Concept for Development

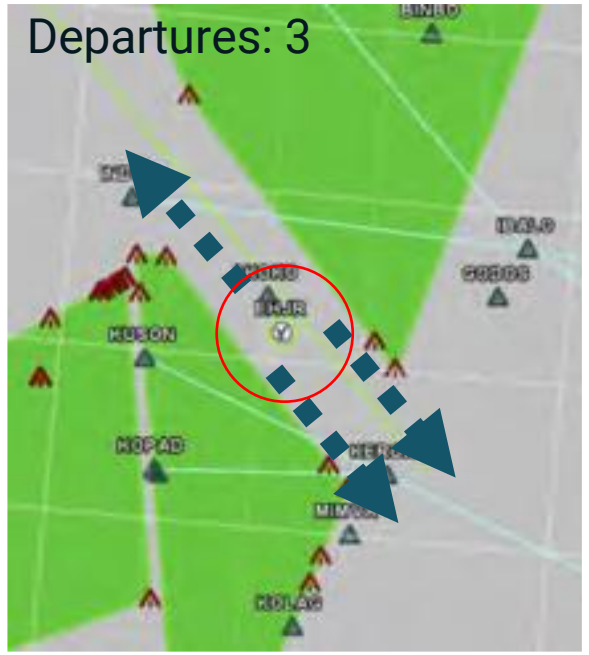
Approaches (from 2000 ft):

- PinS APCH DIR 315, VPA 7.5% (500fpm @ 70kts)
  LNAV + LPV minima
- PinS APCH DIR 135, VPA 7.5%
  LNAV + LPV minima
- PinS APCH DIR 225, VPA ~11%
  LNAV minima, turn at MAPt (right turn)
- PinS APCH DIR 225, VPA ~11%
  LPV minima, turn after MAPt (left turn)

Departures (to 2000 ft):

- PinS departure: 3 DEP procedures
  (1x DIR 315, 2x DIR 135)





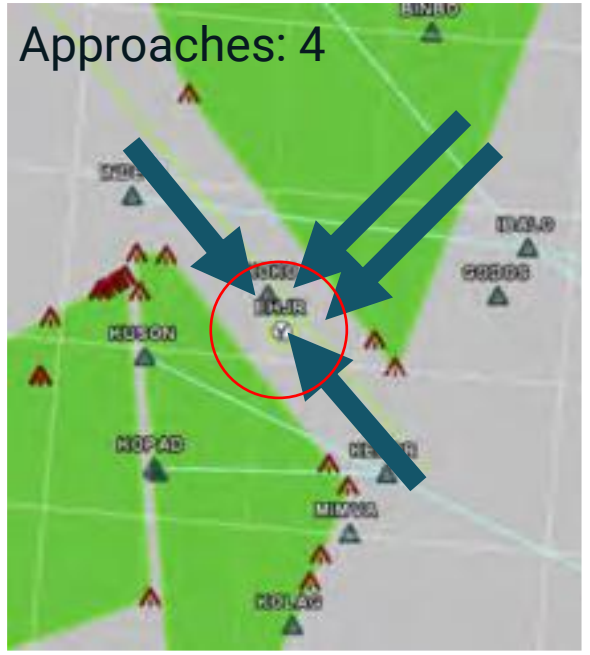
Mobile obstacles (shipping)

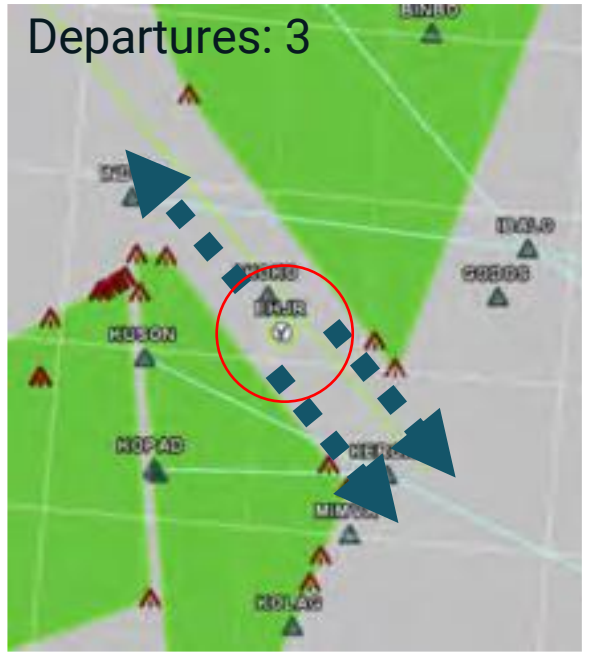
PinS with dynamic minimal: higher minima when ship is detected on WX radar

Concept for Development

Procedure constructions (research for CONOPS)

- PinS approach procedure down to LPV minima following PANS-OPS:
- PinS approach procedure down to LNAV minima following PANS-OPS
- PinS LPV or LNAV using operating minima based on radio altimeter instead of barometric altitude:
- PinS approach procedure applying LPV200 minima:
- PinS approach procedure applying 200ft MDH based on Radio Altimeter:
- RNP 0.3 vs RNAV1
- RNP AR 0.3, RNP AR 0.1





Expected obstacle free zone:
2,0 – 2,5 NM circle → no – minimal wind farm cut-out

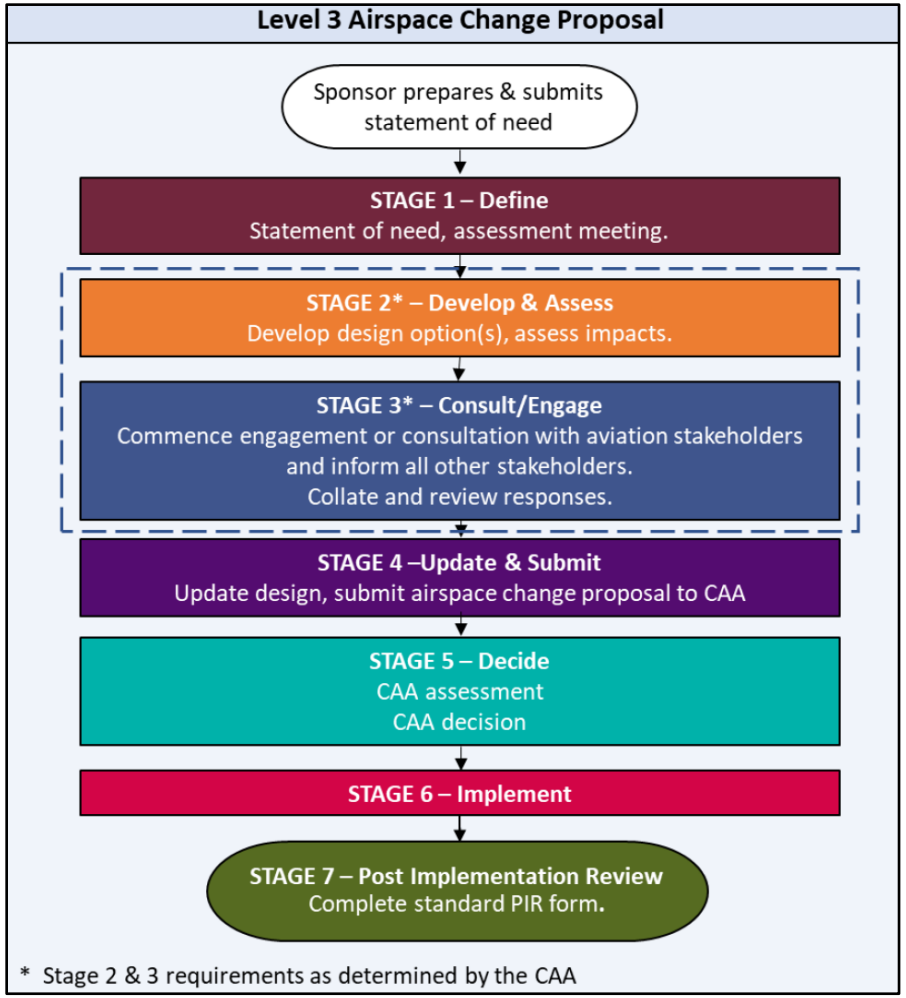
Provisional Scaling and Process Discussion

Level 3 change expected:

- >50nm offshore up to 2000ft, no impact on populated areas
- Negligible impact on all other flights

Discussion topics:

- Are changes expected in the UK AIP as a result of this alignment activity?
- For Stage 1, the Mandatory Design Principles refer to UK legislation and guidance. Request guidance on suitability of MDPs, and CAA requirements for Stage 2 DP Evaluation
- Stage 3 Targeted engagement with relevant aviation stakeholders only



Provisional Timescales for Level 3 ACP

	Assessment Mtg	Stage 1 Define	Stage 2 Develop and Assess	CAA review OPTIONAL	Stage 3 Consult/Engage	Stage 4 Update and Submit	Stage 5		Stage 6 Implement (AIP cycle)			
		Draft for CAA review, publish the minutes and presentation	Develop design, assess against MDPs, assess impacts, HRA screening, identify stakeholders, prepare engagement material (based on Assessment presentation with more PinS detail)	CAA review engagement material (OPTIONAL)	Targeted engagement for 3 weeks	Summarise engagement activities, feedback, and how feedback was considered, write ACP, submit to CAA	CAA decision	Does it work?	AIS cutoff (90 days)	Published (42 days)	AIRAC effective	
Preferred:	Example Days>>	7	35	14	21	21	42					
AIRAC 13/2025	06-05-2025	13-05-2025	17-06-2025	01-07-2025	22-07-2025	12-08-2025	23-09-2025	Works	26-09-2025	13-11-2025	25-12-2025	AIRAC 13/2025
	Total duration	**140**										

Safety Case Requirements

Safety assessment are conducted related to:

- Design deviations from PANS-OPS;
- Fly-ability of the procedure;
- Risk associated with the future presence of the wind farms.

Next Steps

- Continue in line with CAP1616h
- Continue work on Concept of Operations, conceptual designs, EGNOS channels
- Engagement sessions
- Detailed finalised design, safety assessment
- Sim and aircraft validation
- Approval by NL authorities
- AIP publication

AOB

Thank you