

## MINUTES OF ACP 2025-009 ASSESSMENT MEETING HELD ONLINE ON MAY 6, 2025

May 20, 2025

*Distribution List:* All present in meeting (see below)

Present	Appointment	Representing
	Airspace Change Account Manager	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Engagement and Consultation)	CAA
	Airspace Regulator (Environmental)	CAA
	IFP Regulator	CAA
	Manager Airspace Change Compliance & Delivery	NATS
	Airspace Change Expert	NATS
	Technical lead	NLR <sup>1</sup>
	Project lead	Min. IenW <sup>2</sup>

### CAA Assessment Meeting Opening Statement

 gives the following opening statement:


The CAA has received the Assessment Meeting Agenda and Presentation Slides in advance of this Assessment Meeting and can confirm that the documents are required to be published together with the minutes of this meeting on the airspace change portal.

It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor is required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, however the CAA will not at this stage decide whether it meets the detailed requirements of the CAA's process.

The purpose of the Assessment Meeting as set out in CAP 1616 is for the Sponsor to present and discuss their Statement of Need, to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, and to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor is required to provide information on how it intends to fulfil the requirements of the airspace change process and its provisional timescales.

Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the various stages of the airspace change process.

	ACTION
<p><b>Item 1 – Introduction</b></p> <p>Everyone briefly introduces themselves (name, role, organization).</p> <p>Min. IenW  provides an explanation of the proposed change (implementation of offshore PinS procedure to offshore platform K13) using the PowerPoint presentation titled "Assessment Meeting Offshore PinS K13-A NATS Draft." This change is initiated by the Dutch side, and a Statement of Need has been submitted to ensure correct alignment on the UK side in accordance with the CAP1616 process.</p>	-

<sup>1</sup> Netherlands Aerospace Centre

<sup>2</sup> Dutch Ministry of Infrastructure and Water Management (Aviation department)

<p><b>Item 2 – Statement of Need (discussion and review)</b></p> <p>Min. IenW, [REDACTED] gives a brief overview of the need.</p> <p>K13A is located in the Dutch Exclusive Economic Zone, while the airspace falls under UK jurisdiction (London FIR, North Sea Area V). Air Traffic Service (ATS) provision is delegated to LVNL. The K13A platform is typically unmanned, but helicopters occasionally travel to and from the platform (on average less than one flight per day) for technical personnel transfer. Under Instrument Meteorological Conditions (IMC), helicopters use the offshore flight procedure Airborne Radar Approach (ARA).</p> <p>Several wind farms are planned around K13A — on the UK side: Norfolk Boreas; on the Dutch side: Nederwiek Ia, Ib, and Nederwiek II — with wind turbine tip heights up to 1,000 ft. Research has shown that the current ARA procedures require an obstacle-free zone of up to 7NM from the platform for optimal accessibility. This zone significantly conflicts with the planned wind farms, which currently provide a total of only 4NM of free space between Nederwiek Ia and Nederwiek II.</p> <p>Planned activities on the Dutch (project) side include:</p> <ul style="list-style-type: none"> <li>• Continuation in line with CAP1616h.</li> <li>• Further development of the Concept of Operations, conceptual designs, and EGNOS channel allocation.</li> <li>• Stakeholder engagement sessions.</li> <li>• Finalization of detailed design and safety assessment (focusing on design deviations from PANS-OPS, procedure fly-ability, and risks related to the presence of future wind farms).</li> <li>• Simulation and aircraft validation.</li> <li>• Approval by Dutch authorities.</li> <li>• Publication in the Dutch AIP.</li> </ul> <p>CAA, [REDACTED] confirmed/explained:</p> <ul style="list-style-type: none"> <li>• The UK CAP1616 process is required to ensure that UK regulations, policies and requirements are taken into account, and that the implementation of changes are properly coordinated and published in affected LOAs and AIPs.</li> <li>• Since ATS provision is delegated to LVNL and the Dutch change process is followed, the UK CAA will primarily focus on verifying whether the CAP1616 steps have been carried out. The CAA will not (or only minimally) assess the content of these steps, including the flight procedures and safety cases.</li> <li>• The UK CAA will assess how the Dutch-side changes are reflected in the UK AIP. This may be limited to a brief textual reference to the Dutch AIP for activities in this part of the airspace.</li> </ul>	-
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p>Min. IenW, [REDACTED] explains:</p> <p>Implementation challenges for Offshore PinS procedures at K13 include:</p> <ul style="list-style-type: none"> <li>• The airspace (London FIR) with ATS delegated to the Netherlands requires bilateral alignment. While the PinS concept itself is not new, the offshore application is novel.</li> <li>• The PinS will be a Dutch flight procedure using EGNOS within the London FIR.</li> <li>• The environment involves uncontrolled mobile obstacles (e.g., shipping).</li> </ul>	-
<p><b>Item 4 – Options to exploit opportunities or address issues identified</b></p> <p>Min. IenW, [REDACTED] explains:</p> <p>The Dutch Ministry of Infrastructure and Water Management (Min IenW) sees PinS procedures as a solution to ensure continued safe and accessible helicopter operations at the platforms, while minimizing spatial requirements.</p>	-

<p>Currently, four approaches and three departures considered. At the conceptual level, various operational options are being evaluated (e.g., LPV, LPV200, LNAV, barometric altitude, radio altimeter, RNP 0.3, RNAV1, RNP AR 0.3, RNP AR 0.1). The current expectation is to implement LPV and LNAV minima based on the use of a radio altimeter.</p>	
<p><b>Item 5 – Provisional indication of the scale level and process requirements*</b></p> <p>Min IenW, [REDACTED] explains that no impact on populated areas is expected, and that there will be a negligible impact expected on all other flights, so a level 3 change is assumed.</p> <p>CAA, [REDACTED] indicated that the proposed change may, subject to CAA internal discussion, be classified as a 'Pre-scaled Level 3 change' (see CAP 1616h Appendix A). As a consequence:</p> <ul style="list-style-type: none"> <li>• there is no requirement for to develop own design principles in addition to the mandatory design principles: MDP Safety and MDP Policy.</li> <li>• The MDP Environment therefore does not apply. However, an assessment must be produced against the following environmental design principle 'The airspace change proposal should avoid overflight of densely populated areas where possible.'</li> </ul> <p>Note: The Pre-scaled Level 3 classification was confirmed by CAA/[REDACTED] (Airspace Change Account Manager) via email on 12 May.</p>	-
<p><b>Item 6 – Provisional process timescales*</b></p> <p>CAA, [REDACTED] acknowledged the proposed timelines, and indicated the CAA will make efforts to support adherence to these timelines.</p> <p>Note: The proposed timelines were subsequently confirmed by CAA/[REDACTED] (Airspace Change Account Manager) on 6 May</p>	-
<p><b>Item 7 – Next steps</b></p> <p>Min. IenW/NATS to share minutes of meeting with CAA</p>	<b>Minutes of Meeting</b>
<p><b>Item 8 – Any other business</b></p> <ul style="list-style-type: none"> <li>• CAA, [REDACTED] anticipates that the environmental impact assessment will be limited due to the location and nature of the proposed changes as presented in the assessment meeting slides. The pre-scaled Level 3 environmental assessment requirements are listed in CAP1616h Appendix A. If the sponsor has any questions regarding the environmental assessment requirements, please make contact via the account manager.</li> <li>• CAA, [REDACTED] emphasized the importance of clearly demonstrating that stakeholder engagement has been conducted appropriately. The pre-scaled level 3 stage 3 assessment requirements can be found in paragraphs A20-A23 of CAP1616h. Sponsor should produce an engagement strategy which can be shared beforehand to CAA for review and identify all relevant stakeholders including those in the UK for engagement with rational for selection/non selection.</li> </ul>	-

**ACTIONS ARISING FROM ACP ASSESSMENT MEETING**

<b>Subject</b>	<b>Name</b>	<b>Action</b>	<b>Deadline</b>
Minutes of Meeting	██████████	Share minutes of meeting within 7 days	13/05/2025 (closed 12/05)

NATS  
ACP Sponsor