Ministerie van Infrastructuur en Waterstaat

Ministry of Infrastructure and Water Management, Directorate-General for Civil Aviation and Maritime Affairs
Civil Aviation Directorate | Airspace and Regional Airports

Date
August 7, 2025

Engagement Evidence for ACP-2025-009

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

Introduction

This document is part of the documentation package for ACP-2025-009, Alignment with Dutch changes to K13A procedures in North Sea Area V.

It serves as evidence that stakeholder engagement has taken place and includes copies of the (email) responses received. The table below summarises the key engagement dates:

	Material shared	Q&A session	Response received
MOD	June 30, 2025	n/a	July 7, 2025
MCGA-SAR	June 30, 2025	n/a	July 7, 2025
UK Heli operators*	July 8, 2025	July 31, 2025	August 5, 2025

* Offshore heli-operators involved:
- Bond-Gama Aviation
- Bristow
- Offshore Helicopter Services
- NHV
- CHC
- Uni-Fly

The following pages contain copies of:
- Email correspondence with MOD
- Email correspondence with MCGA-SAR
- Email correspondence with HeliOffshore on behalf of UK Offshore helicopter operators
- Shared Engagement material (PowerPoint slide deck)

Van: [redacted]
Aan: [redacted]
Cc: [redacted]
Onderwerp: RE: ACP-2025-009 Heli PinS Procedures for K13A (Alignment with Dutch changes in North Sea Area V)
Datum: maandag 7 juli 2025 17:34:18

Good afternoon [redacted],

I can confirm that this would likely have negligible impact on UK MOD airspace users.

Best regards,

[redacted]

[redacted] | SO2 Airspace Plans | Defence Airspace and Air Traffic Management | [redacted]
Mobile Telephone: [redacted] | [redacted] | E-Mail: [redacted]

[redacted]

[redacted]

From: [redacted]
Sent: 07 July 2025 11:11
To: [redacted]
Cc: [redacted]
Subject: RE: ACP-2025-009 Heli PinS Procedures for K13A (Alignment with Dutch changes in North Sea Area V)

Dear [redacted],

Just a friendly reminder regarding the email and request below. I hope it reached you correctly.

Kind regards,

[redacted]

[redacted]

[redacted]

Van: [redacted]
Verzonden: maandag 30 juni 2025 16:53
Aan: [redacted]
CC: [redacted]
Onderwerp: ACP-2025-009 Heli PinS Procedures for K13A (Alignment with Dutch changes in North Sea Area V)

Dear [redacted]

I received your contact details from [redacted]

The Dutch State is currently developing offshore helicopter Point-in-Space (PinS) procedures to the gas transportation rig K13A. Although the rig is located within the Dutch Exclusive Economic Zone, it lies in UK airspace (London FIR), which means the UK CAP 1616 Airspace Change Process also applies.

As the proposed procedures are limited in scope (serving operations below 2000 ft, averaging fewer than one flight per day, and taking place entirely within the area where ATS is delegated to LVNL), our initial impact assessment concluded there would be **negligible impact on all airspace users**, except for K13A helicopter operators. For more context, please find the attached presentation.

Do you have any feedback on the proposal? And do you agree with our assessment that the impact on UK-based operators is negligible?

We'd be happy to schedule a short Teams meeting to provide more background, if helpful.

Kind regards,

[redacted]

[redacted]

[redacted]

Van: [redacted]
Aan: [redacted]
Cc: [redacted]
Onderwerp: RE: ACP-2025-009 Heli PinS Procedures for K13A (Alignment with Dutch changes in North Sea Area V)
Datum: maandag 7 juli 2025 13:28:39
Bijlagen: image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

Good Afternoon [redacted]

Many apologies for the late reply, I was on leave the week before last, and have been trying to catch up ever since.

In terms of Search and Rescue (SAR) operations, I have confirmed with His Majesty's Coastguard service provider Bristow Helicopters Limited, that they would not be conducting operations under Commercial Air Transport , but rather under CAP 999.
As such they do not believe that the proposed changes will affect their operations.
If you have any further questions please come back to me.

Kind regards

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

To Search, To Rescue, To Save
www.gov.uk/mca

From: [redacted]
Sent: 07 July 2025 11:13
To: [redacted]
Cc: [redacted]
Subject: RE: ACP-2025-009 Heli PinS Procedures for K13A (Alignment with Dutch changes in North Sea Area V)

Dear [redacted]

Just a friendly reminder regarding the email and request below. I hope it reached you correctly.

Kind regards,

[redacted]

[redacted]

[redacted]

Van: [redacted]
Verzonden: maandag 30 juni 2025 16:28
Aan: [redacted]
CC: [redacted]
Onderwerp: ACP-2025-009 Heli PinS Procedures for K13A (Alignment with Dutch changes in North Sea Area V)

Dear [redacted]
cc: [redacted]

I'm following up on the suggestion made by [redacted] (see email below).

As I assume [redacted] has informed you, the Dutch State is currently developing offshore helicopter Point-in-Space (PinS) procedures to the gas transportation rig K13A. Although the rig is located within the Dutch Exclusive Economic Zone, it lies in UK airspace (London FIR), which means the UK CAP 1616 Airspace Change Process also applies.

As the proposed procedures are limited in scope (serving operations below 2000 ft, averaging fewer than one flight per day, and taking place entirely within the area where ATS is delegated to LVNL), our initial impact assessment concluded there would be **negligible impact on all airspace users**, except for K13A helicopter operators. For more context, please find the attached presentation.

Do you have any feedback on the proposal? And do you agree with our assessment that the impact on UK-based operators is negligible?

We'd be happy to schedule a short Teams meeting to provide more background, if helpful.

(For your awareness, I will also be reaching out to the MOD and Heli Offshore ([redacted]) with the same question)

Kind regards,

[redacted]

[redacted]

[redacted]

Van: [redacted]
Verzonden: maandag 9 juni 2025 09:16
Aan: [redacted]
[redacted]
Onderwerp: North Sea Helicopter Airspace Changes

Gentlemen,
I reached out to my contact in the UK Maritime and Coastguard Agency to identify a suitable contact to discuss some of the airspace changes being developed for the North Sea helicopter operations. [redacted] is the primary point of contact for this work - [redacted] and [redacted] have also been proposed as having an interest. May I ask that you include [redacted] in engagement activities for the K13A PinS – he should be able to advise on inclusion of the additional parties.

Many thanks.

[redacted]

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
www.caa.co.uk
[redacted]

For more information please visit http://www.globalservices.bt.com
==========

Van: [redacted]
Aan: [redacted]
Cc: [redacted]

Onderwerp: K13A Airspace Impact Assessment
Datum: dinsdag 5 augustus 2025 10:29:38
Bijlagen: image002.png

Dear [redacted],

Many thanks for getting in touch with HeliOffshore as part of the airspace change process in relation to the K13A and the planned wind farm development. It was helpful to be able to convene the meeting last week with the UK offshore operators and for us all to hear more about the proposed PinS approaches to the K13A.
As discussed, I agreed to provide a consolidated response on behalf of the UK operators to the three questions that you posed on yesterday's call.

- Would the introduction of these procedures impact your current operation?
  - No

- Would it impact your near-future operation?
  - Unlikely, unless these 'dynamic' PinS approaches become a standard template for similar situations in other parts of the North Sea/ Irish Sea

- If you were considering flying this procedure, what operational impacts would there be?
  - Currently we would not consider flying this procedure. There would have to be a significant amount of design scrutiny, simulator / flight evaluation and comprehensive risk assessment of the proposal. Part of this process would be the need to asses OEI climb performance, which is usually based on flying a straight line rather than incorporating an abrupt turn in the event of a missed approach. Changes to the current PinS approach, as presented yesterday, would probably be required. In addition this PinS approach would need to be approved by the UK CAA. If it were approved, the pilots would require specific training in advance of flying to the K13A. Depending on the outcome of the assessment, there might be some additional restrictions (wind direction, winter icing, etc.) placed upon flights to/ from the K13A. It is likely that a number of flights would be cancelled to this platform due to poor weather or wind from specific directions.

As it became clear on the call yesterday, this is a contentious subject and we are concerned that industry pressure to maximise helicopter access to platforms such as the K13A may produce substandard or unsafe solutions; this is obviously something that we are all very keen to guard against.

I would be grateful if you could share the outcome of the airspace change process and the

response from the UK CAA with me.

Best regards,

[redacted]

[redacted]
HeliOffshore
[redacted]
[redacted]
www.helioffshore.org
[redacted]

HeliOffshore
Safety Through Collaboration

Ministerie van Infrastructuur
en Waterstaat

ACP-2025-009 Offshore PinS K13A

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

June 23, 2025

Statement of Need ACP-2025-009

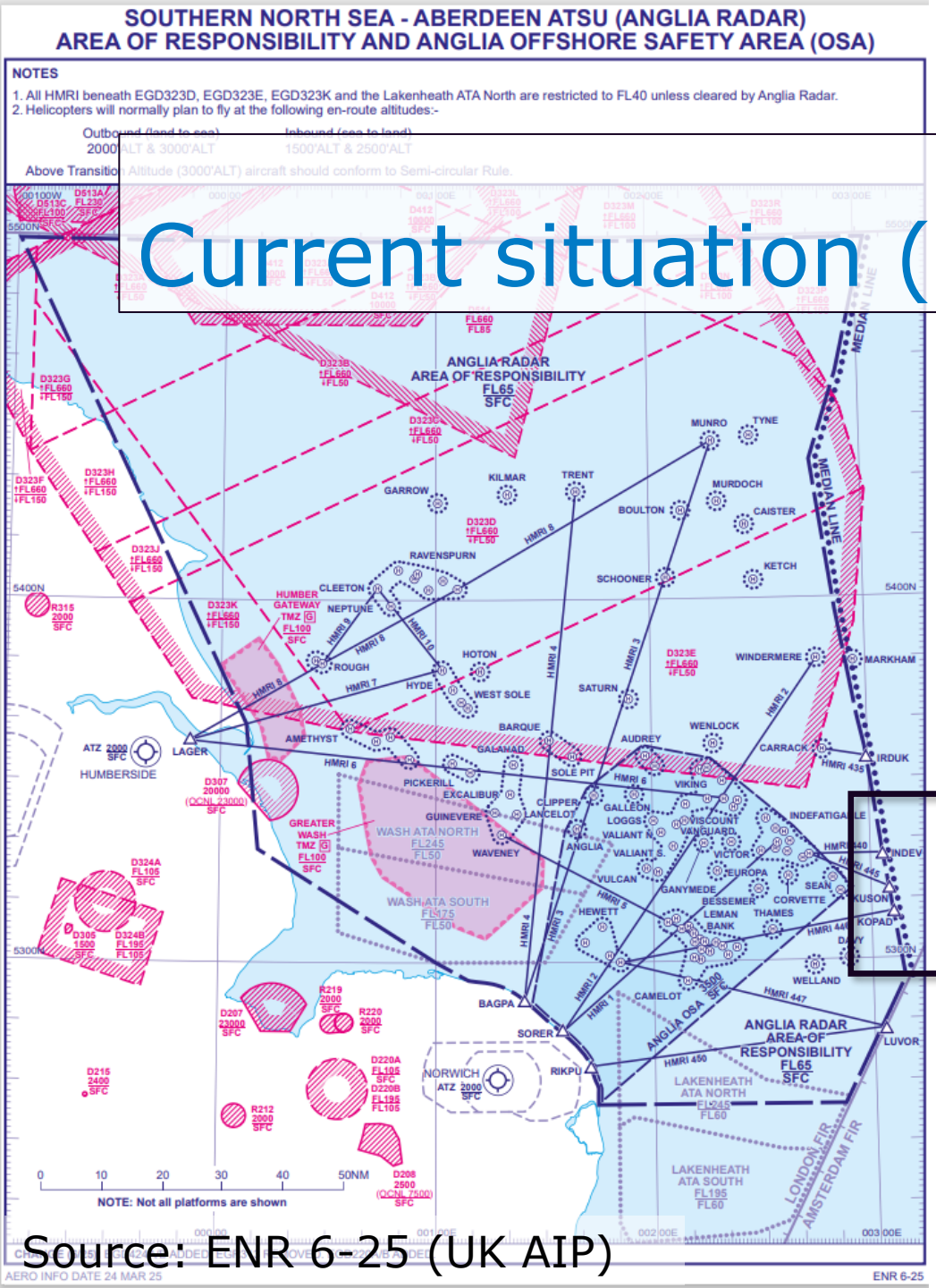
Alignment with Dutch changes to K13A procedures in North Sea Area V

- (Dutch) change: Implementation of offshore Point in Space (PinS) procedures to gas transportation 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 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

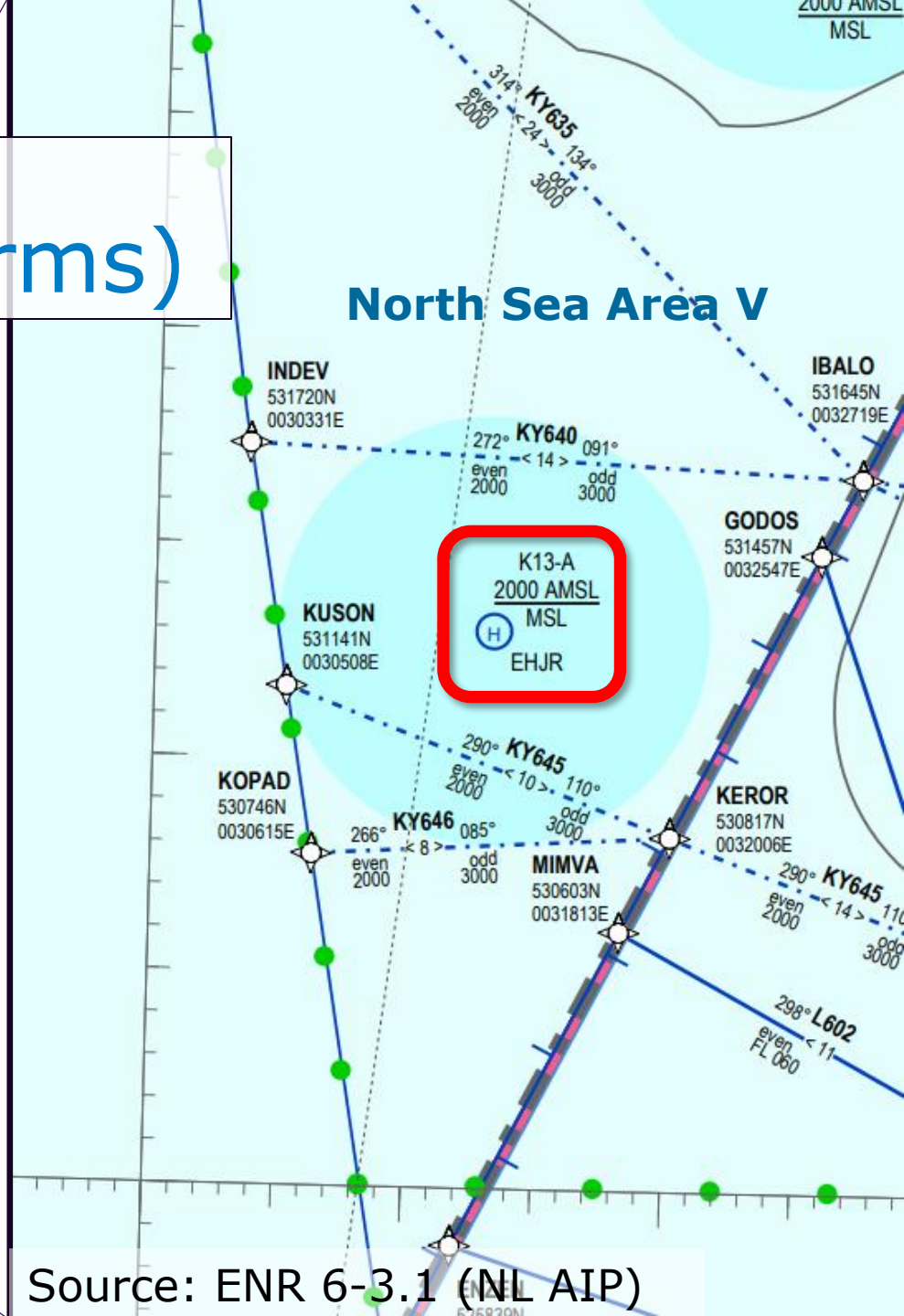
Background on Dutch change

- 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

Current situation (no wind farms)



Source: ENR 6-25 (UK AIP)

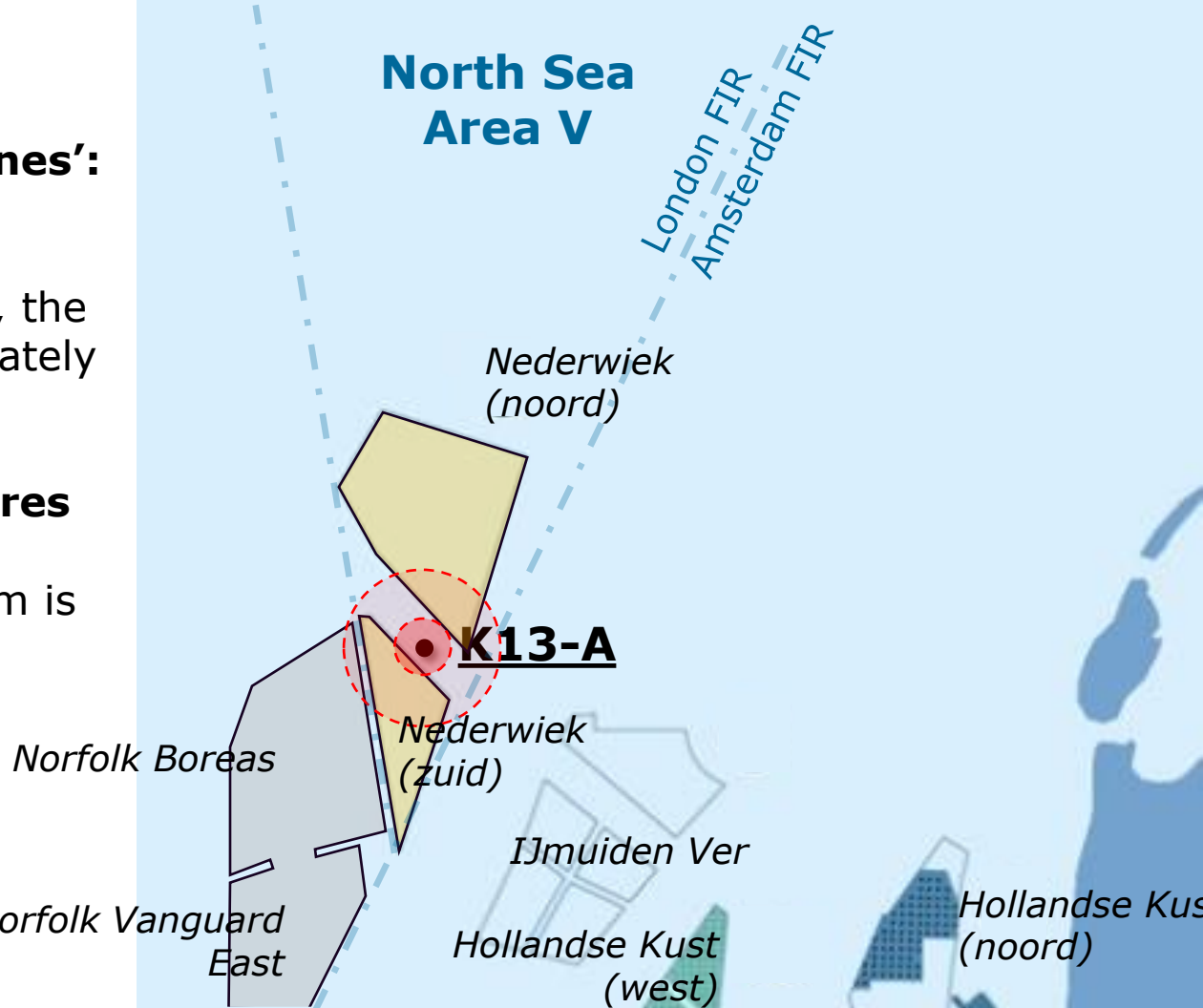


Source: ENR 6-3.1 (NL AIP)

Planned situation (with wind farms)

Dutch FOSA Study insights on 'obstacle free zones':

- **Radar Approaches (ARA):**
  - For platforms near ~**1000 ft wind turbines**, the required **approach path length** is approximately **7 NM**
  - To allow for **360° approaches and departures** (wind-dependent), a **circular obstacle-free zone** with a **7 NM radius** around the platform is required
- **VFR Day Operations:**
  - Requires an obstacle-free radius of **2.5 NM**



Project PinS K13A

- **Reason:** Maintain safety and accessibility with less physical space than ARAs, in a changing North Sea environment with growing wind farm presence.

- **Goal:** Promote the further development of PinS procedures to ensure safe and sufficient platform accessibility while optimizing space for wind energy.

- **Expected results:**
  - Implemented PinS approach and departure procedures to and from K13-A
  - Baseline Concept of Operations for broader application if the pilot is successful.

Concept design K13A

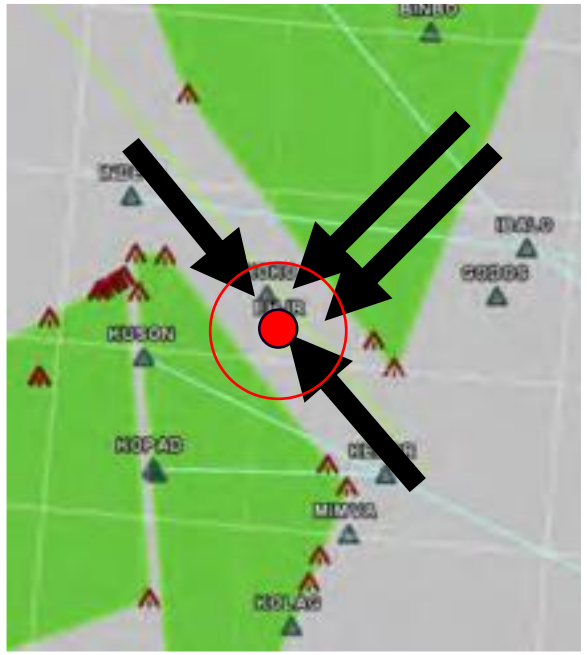
Approaches (from 2000 ft, proceed VFR):

- 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)

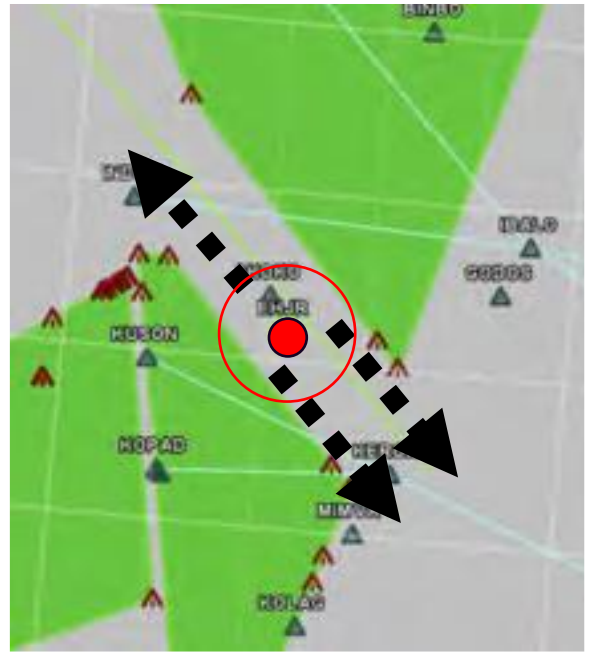
Departures (to 2000 ft):

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

Approaches: 4



Departures: 3



Mobile obstacles (shipping)

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

Expected obstacle free zone:

- A “limited” cut-out of the wind farm may be necessary.

Timescale

	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	**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	26-09-2025	13-11-2025	25-12-2025	AIRAC 13/2025
	Total duration	**140**									