

Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Letter of Comfort between Hornsea Project Three (UK) Ltd. and
Neptune E&P UK Ltd.

Date: October 2018

Hornsea 3 
Offshore Wind Farm

 Orsted

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Front cover picture: Kite surfer near a UK offshore wind farm © Orsted Hornsea Project Three (UK) Ltd., 2018.

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1. Introduction

- 1.1 This Letter of Comfort between Hornsea Project Three (UK) Ltd ('the Applicant') and Neptune E&P UK Ltd (Neptune) in relation to Hornsea Project Three Offshore Wind Farm (Hornsea Three) has been prepared for submission at Deadline 1 of the Hornsea Three DCO Examination process. The matters on which the parties remain in discussion are limited in scope and so this Letter of Comfort is considered more appropriate than a Statement of Common Ground to capture status.
- 1.2 Neptune has registered as an Interested Party in the Examination of Hornsea Three and submitted a Relevant Representation. The two parties have met to discuss the concerns raised by Neptune in their Relevant Representation. This Letter of Comfort outlines the current status of discussions between the Applicant and Neptune.
- 1.3 Neptune is the Operator of the Cygnus gas field which is located in blocks 44/11a and 44/12a of the UK sector of the Southern North Sea (SNS) approximately 150 km northeast of Easington as shown in Figure 1. There are two installations on the field; Cygnus Alpha and Cygnus Bravo. Cygnus Alpha (A), located in block 44/12a, is a processing and gas compression hub comprising: Utilities-Quarters platform (UQ); Production Utilities platform (PU); Wellhead Platform (WHP). Cygnus Bravo (B), located in Block 44/11a, is a satellite wellhead platform and drilling centre. The Cygnus A platform is located 64.6 km (34.9 nm) from Hornsea Three array area. The Cygnus B platform is located 68 km (36.7 nm) from Hornsea Three array area.

2. Flights to the Cygnus Platforms

- 2.1 The manning of these installations is currently serviced by helicopters from Norwich International Airport. The direct flight path from Norwich to the Cygnus platforms passes over the Hornsea Project One and Hornsea Project Two windfarm array areas but does not pass over the Hornsea Three windfarm array area.
- 2.2 In Instrument Meteorological Conditions (IMC) the Minimum Safe Altitude (MSA) for flight over Hornsea Project One and Hornsea Project Two would be raised from 1,500 ft to 1,700ft. At this altitude, freezing conditions, with the risk of the helicopter rotor blades icing up, could occur when the air temperature at sea level was 4 to 5 degrees. CHC (Neptune's helicopter operator) has advised that the potential for icing conditions to occur would be between November and April and would equate to approximately 1 % of the time. Hornsea Three are in the process of obtaining and assessing further meteorological data to assess air temperature over the former Hornsea zone to more robustly understand the frequency of occurrence of these conditions. It is unlikely that the data will be available at the Deadline I submission. During these time periods, helicopters would not be able to drop in altitude to 500 ft to remove the ice due to the presence of the Hornsea Project One and the Hornsea Project Two windfarms and so would need to adopt a route deviation.
- 2.3 Both parties have agreed that a staged mitigation is appropriate for these periods (when weather (including icing conditions) dictates flight below 1,700 ft). The first stage mitigation would involve a minor deviation through the corridor formed between Hornsea Project One and Hornsea Project Two and Hornsea Three. All parties agree that the use of this corridor for safe transit is a workable solution.

- 2.4 The second stage of mitigation would be applicable when weather (including icing conditions) dictates flight below 1,700 ft and there is low visibility in the corridor between Hornsea Project One, Hornsea Project Two and Hornsea Three. In this scenario, a deviation would be required around Hornsea Three.
- 2.5 The Applicant and Neptune are in ongoing dialogue regarding the steps required to implement these mitigation measures. There may be a cost impact associated with any necessary mitigations which will need to be assessed and we will consider these financial costs and how they should be addressed and allocated between us as a part of the ongoing dialogue. More specifically the exact routing requirements would need to be agreed by NATS and subsequently consulted on with all other helicopter operators. Hornsea Three are currently progressing a meeting with NATS to discuss this issue.

3. Other Matters

- 3.1 The parties have agreed that medical emergencies, emergency response and personnel evacuation are not considered as part of the routine operational helicopter assessments and that this is not an issue that requires further consideration.
- 3.2 Hornsea Three has the potential to impact communication and radar navigation systems. The parties have agreed that any effect on NATS primary surveillance radar is for NATS to determine. NATS have confirmed that it is not a concern, and that this is not an issue that requires further consideration. The parties have also agreed that, whilst there is a potential effect on onboard helicopter secondary surveillance radar, mitigation can be readily implemented (as advised by CHC, Neptune's helicopter operator), and that this is not an issue that requires further consideration.
- 3.3 Other than the matters set out in Section 2, there are no residual points of concern with the Hornsea Three application.

4. Signatories

Signed	[Redacted]
Name	<i>PETE JONES</i>
Position	<i>M.D</i>
For	<i>Neptune Energy</i>

Signed	
Name	ANDREW GUYTON
Position	HORNSEA PROJECT THREE CONSENTS MANAGER
For	ORSTED HORNSEA PROJECT THREE (UK) LTD

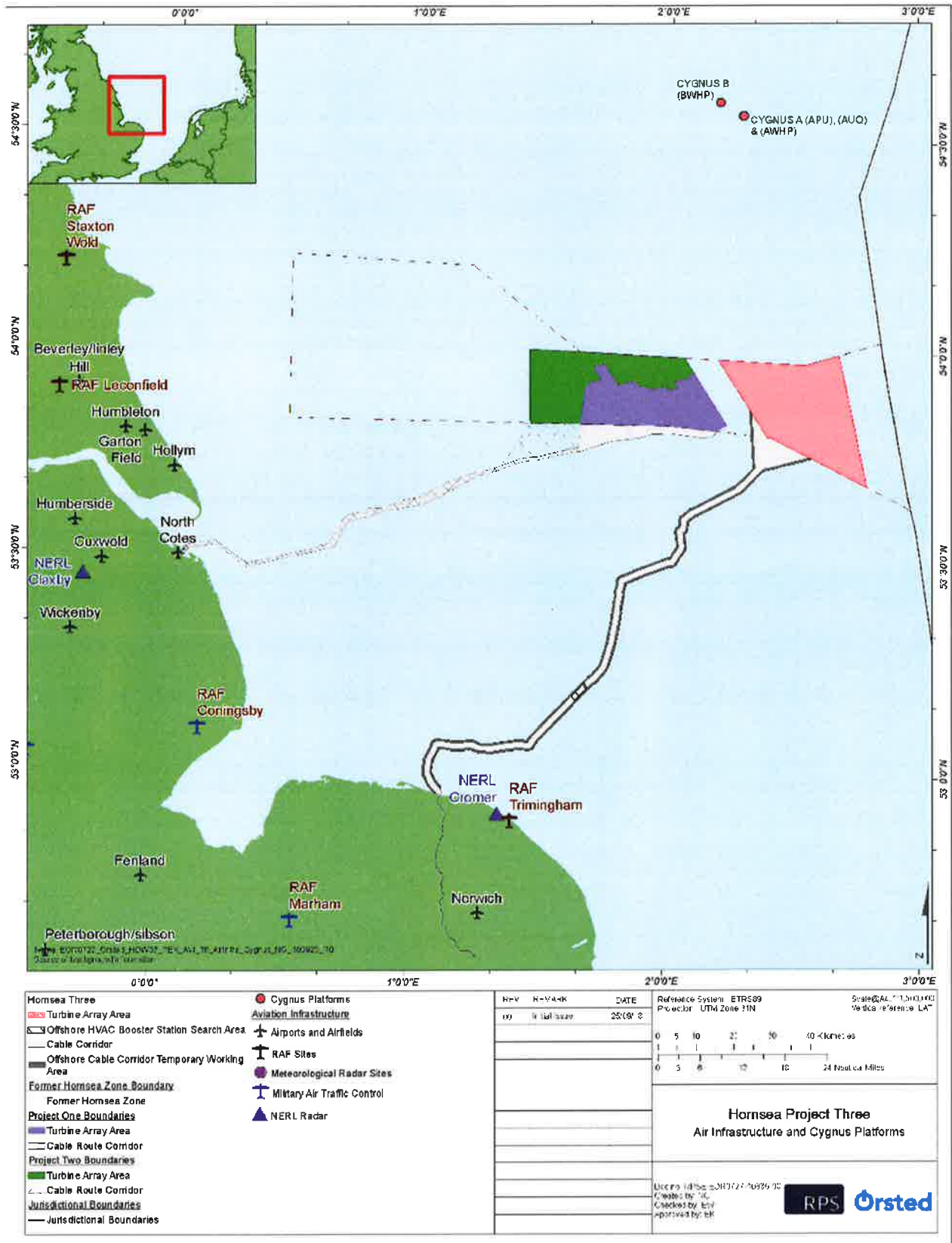


Figure 1: Location of Cygnus group of platforms in relation to Hornsea Three, Hornsea Project One and Hornsea Project Two wind farms

