

Comparative tables of information regarding helicopter access

For simplicity, comparisons are based on dataset 2 (2021 & 2022) only

Current Rules

Part 1: Considering Flights to Waveney Platform					
Item	Applicant		Perenco		Comments
	Without DEP	With DEP	Without DEP	With DEP	
Day No Fly (% of day data points)	3.1%	5.1%	4%	93%	Perenco has considered sea state and icing in determining No fly conditions, the Applicant has not considered either.
Day VMC (% of day data points)	95.0%	95.0%	94%	7%	With wind turbine rotor tips at 1nm or less from the helideck, Perenco view is that Day VMC would only be possible when the wind is from the east or from the west (80-100 degrees or 260-280 degrees). Where the wind turbine rotor tips are at least 1.26nm away (or 1.34nm to wind turbine base with a 300m diameter wind turbine rotor), Day VMC would be 94% of day data points.
Day IMC (% of day data points)	2.6%	0%	2%	0%	With wind turbine rotor tips at 1nm or less, Applicant and Perenco agree that IMC approaches would not be possible.
Considering realistic impact on helicopter logistics (i.e. a 2hr window of suitable conditions is assumed necessary for a flight to leave Norwich and 90% of operations at the Waveney platform require 2 flights within the available day with at least 5hrs between them):					
Operations possible at Waveney platform (% of daylight airport hours)					
January					
February					
March					
April					
May					
June					
July					
August					
September					
October					
November					
December					
Annual Average					

Current Rules

Part 2: Considering Flights to a non-producing installation (NPI) at Waveney					
Item	Applicant		Perenco		Comments
	Without DEP	With DEP	Without DEP	With DEP	
Night hours available during Norwich Airport operating times (% of night data points)	24.7%	24.7%	24%	24%	
Night hours available during Norwich Airport operating times (% of night data points) by month:					
January	Omitted	Omitted	39%	39%	
February	Omitted	Omitted	32%	32%	
March	Omitted	Omitted	26%	26%	
April	Omitted	Omitted	12%	12%	
May	Omitted	Omitted	3%	3%	
June	Omitted	Omitted	0%	0%	
July	Omitted	Omitted	0%	0%	
August	Omitted	Omitted	8%	8%	
September	Omitted	Omitted	18%	18%	
October	Omitted	Omitted	28%	28%	
November	Omitted	Omitted	37%	37%	
December	Omitted	Omitted	40%	40%	
Night No Fly (% of available night data points)	Omitted	100.0%	5%	100%	
Night VMC (% of available night data points)	Omitted	Omitted	85%	0%	With wind turbine rotor tips at 1nm or less, Perenco view is that Night VMC would only be possible when the wind is from the east or from the west (80-100 degrees or 260-280 degrees). Where the wind turbine rotor tips are at least 1.32nm from the Waveney platform (or 1.4 nm to turbine base with 300m diameter rotor), night VMC would be 8% of available night data points. Note: these distances include a provision for the 100m typical offset between the NPI helideck and the wellheads.
Night IMC (% of available night data points)	Omitted	Omitted	10%	0%	With turbines at 1nm or less, Applicant and Perenco agree that IMC approaches would not be possible.
By simple calculation from the above, Day & Night within Norwich Airport Operating Hours:	Omitted	Omitted			Where the wind turbine rotor tips are at least 1.32nm from the Waveney platform (or 1.4nm to turbine base with 300m diameter wind turbine rotor), the Perenco "With DEP" figures would be:
No Fly (% of day & night airport hours)	Omitted	Omitted	4%	94%	20%
VMC (% of day & night airport hours)	Omitted	Omitted	93%	6%	80%
IMC (% of day & night airport hours)	Omitted	Omitted	3%	0%	0%
Considering realistic impact on helicopter logistics (i.e. a 2hr window of suitable conditions is assumed necessary for a flight to leave Norwich:					
Operations possible at a Non-producing installation stationed at the Waveney platform (% of day & night of airport hours)					
January					
February					
March					
April					
May					
June					
July					
August					
September					
October					
November					
December					
Annual Average					

Not calculated - see table based on proposed new CAA rules

With Proposed CAA Limitations near windfarms

Both Applicant and Perenco have assumed that a dispensation from CAA wrt the one Dudgeon wind turbine that is just within 3nm of Waveney is likely to be granted.

Part 1: Considering Flights to Waveney Platform					
Item	Applicant		Perenco		Comments
	Without DEP	With DEP	Without DEP	With DEP	
Day No Fly (% of day data points)	3.1%	6.0%	4%	93%	Perenco has considered sea state and icing in determining No fly conditions, the Applicant has not considered either.
Day VMC (% of day data points)	95.0%	94.0%	94%	7%	Where wind turbine rotor tips are at 1nm or less from the helideck, Perenco view is that Day VMC would only be possible when the wind is from the east or from the west (80-100 degrees or 260-280 degrees). Where the wind turbine rotor tips are at least 1.26nm away (or 1.34nm to wind turbine base with a 300m diameter wind turbine rotor), Day VMC would be 92% of day data points.
Day IMC (% of day data points)	3.5%	0%	2%	0%	
Considering realistic impact on helicopter logistics (i.e. a 2hr window of suitable conditions is assumed necessary for a flight to leave Norwich and 90% of operations at the Waveney platform require 2 flights within the available day with at least 5hrs between them):					
Operations possible at Waveney platform (% of daylight airport hours)					Where the wind turbine rotor tips are at least 1.26nm from the helideck (or 1.34nm to wind turbine base with a 300m diameter rotor), the Perenco "With DEP" figures would be:
January	Omitted	Omitted	65%	6%	61%
February	Omitted	Omitted	61%	6%	54%
March	Omitted	Omitted	62%	4%	55%
April	Omitted	Omitted	77%	2%	75%
May	Omitted	Omitted	78%	3%	73%
June	Omitted	Omitted	78%	2%	73%
July	Omitted	Omitted	72%	2%	67%
August	Omitted	Omitted	77%	3%	75%
September	Omitted	Omitted	74%	4%	71%
October	Omitted	Omitted	71%	2%	66%
November	Omitted	Omitted	66%	3%	62%
December	Omitted	Omitted	60%	2%	54%
Annual Average	Omitted	Omitted	71%	3%	67%

With Proposed CAA Limitations near windfarms

Both Applicant and Perenco have assumed that a dispensation from CAA wrt the one Dudgeon wind turbine that is just within 3nm of Waveney is likely to be granted.

Part 2: Considering Flights to a non-producing installation (NPI) at Waveney					
Item	Applicant		Perenco		Comments
	Without DEP	With DEP	Without DEP	With DEP	
Night hours available during Norwich Airport operating times (% of night data points)	24.7%	24.7%	24.0%	24.0%	
Night hours available during Norwich Airport operating times (% of night data points) by month:					
January	Omitted	Omitted	39%	39%	
February	Omitted	Omitted	32%	32%	
March	Omitted	Omitted	26%	26%	
April	Omitted	Omitted	12%	12%	
May	Omitted	Omitted	3%	3%	
June	Omitted	Omitted	0%	0%	
July	Omitted	Omitted	0%	0%	
August	Omitted	Omitted	8%	8%	
September	Omitted	Omitted	18%	18%	
October	Omitted	Omitted	28%	28%	
November	Omitted	Omitted	37%	37%	
December	Omitted	Omitted	40%	40%	
Night No Fly (% of available night data points)	Omitted	Omitted	51%	100%	
Night VMC (% of available night data points)	40.2%	0.0%	39%	0%	
Night IMC (% of available night data points)	Omitted	Omitted	10%	0%	
By simple calculation from the above, Day & Night within Norwich Airport Operating Hours:					Where the wind turbine rotor tips are at least 1.32nm from the Waveney platform (or 1.4nm to turbine base with 300m diameter rotor), the Perenco "With DEP" figures would be:
No Fly (% of <u>day & night</u> airport hours)	Omitted	Omitted	12%	94%	24%
VMC (% of <u>day & night</u> airport hours)	Omitted	Omitted	84%	6%	76%
IMC (% of <u>day & night</u> airport hours)	Omitted	Omitted	3%	0%	0%
Considering realistic impact on helicopter logistics (i.e. a 2hr window of suitable conditions is assumed necessary for a flight to leave Norwich):					
Operations possible at a Non-producing installation stationed at the Waveney platform (% of <u>day & night</u> of airport hours)					
January	Omitted	Omitted	92%	7%	65%
February	Omitted	Omitted	80%	8%	64%
March	Omitted	Omitted	76%	5%	64%
April	Omitted	Omitted	91%	4%	89%
May	Omitted	Omitted	91%	6%	86%
June	Omitted	Omitted	91%	4%	86%
July	Omitted	Omitted	85%	5%	79%
August	Omitted	Omitted	91%	5%	89%
September	Omitted	Omitted	90%	7%	83%
October	Omitted	Omitted	90%	3%	81%
November	Omitted	Omitted	90%	6%	70%
December	Omitted	Omitted	86%	3%	62%
Annual Average	Omitted	Omitted	88%	5%	77%