

Perenco Response to Rule 17 Question 4 of 12 July 2023

Question Number	Examining Authority Question	Perenco Response
4. a)	<p><b>Helicopter Access to Waveney</b></p> <p>In The Applicant’s Comments on Perenco’s Deadline Submission – Revision A (Document Reference 21.17) the Applicant states at Paragraph 17 that “under typical North Sea conditions the loss of payload will be minimal. Additionally, the Perenco Vantage data indicates that a full load of 12 passengers is not usually flown to the Waveney NUI. Therefore, any loss of required payload is only likely when flying to an NPI located at Waveney. Even in this case, a full load of passengers may still be carried due to the proximity of Norwich Airport”. Perenco, respond to the Applicant, and provide any further evidence to support your requirement for a minimum of 1.34nm to the nearest wind turbine rotor tip for a one engine inoperable (OEI) take-off (Section 4.2 of Summary of Perenco’s Oral Evidence Concerning Aviation (Helicopter) Impacts at ISH7).</p>	<p>The Applicant has used Vantage data records relating to the movement of people to and from offshore installations. The Applicant has not referred to the overall available payload, which includes people, freight and baggage. This information is also available from the Vantage data.</p> <p>Perenco can confirm that in the period 1 January 2020 to 30 June 2023 flights leaving Norwich that visited Waveney rarely carried 12 people. Perenco’s operational experience is however that the number of passengers is often limited by the overall aircraft payload with passengers frequently having to be “bumped” due to insufficient payload. A review of 1 January 2020 to 31 June 2023 Vantage data for flights from Norwich Airport that called at the Waveney Installation shows that 26% of flights had no capacity for any additional passengers. Over this period only 43% of payload used on flights to the Waveney NUI was passenger weight, the remaining 57% being freight and bags.</p> <p>The Applicant’s conclusion is therefore incorrect. Were 1.34nm not available for a one engine inoperable (OEI) take-off, there would be a significant impact on operations at the Waveney NUI and not just, as acknowledged by the Applicant, to operations at an NPI.</p>