

Newsletter Airmail

Nick Waterdrinker: Hub en Spoke



Photo: Den Helder Support Service

In the first edition of Airmail of this year we have introduced our readers to Nick Waterdrinker (Business Development Manager Offshore Wind) who wrote about his research on the future of Den Helder Airport and the wind energy sector. In this edition he writes about the latest developments, and how Den Helder Airport is working on setting up a consortium, together with involved companies from the supply chain.

"As you already read in the previous edition, there are fewer helicopter flights to the offshore rigs. The decrease in number of flights is due to the low oil and gas prices, which very likely will not restore to pre-crisis levels. In fact, an increasing reduction of oil and gas production in the North Sea (between 2030 and 2040) is more likely to be expected.

The market is responding to this development with the reorganization of business processes, and to postpone investment or stop investing entirely. Companies are reducing costs throughout the chain, including transport of passengers and goods. More and more Offshore oil- and gas installations are unmanned. Fewer employees are being deployed for maintenance. Therefore some oil and gas companies have decided to transport employees by ship. The position of the North Sea as an 'energy garden' still remains important."

Climate neutral

"Aside from the many activities that will continue in the offshore oil and gas industry in the coming years, the energy demand will

gradually be taken over by offshore wind farms. After all, the Dutch government aims to be climate neutral by 2050, though it will take quite a while before we reach that point. With the upcoming of wind energy at sea there is a growing need for maintenance technicians to keep the turbines running.

Those technicians will have to be transported. Preferably as cheap as possible and from helicopter spots close to the offshore wind farms. As of this year, more wind farms are being built without government subsidies. Ultimately they will be built entirely that way. However, a quick calculation learns us that economically, there is no room for 3 to 4 full-fledged airports along the coast. If we could connect Den Helder Airport to the existing infrastructure (as a hub) of several small helicopter spots (spokes), an economical and sustainable business model can be developed for the Dutch coast."

Consortium

"Before the end of this year, Den Helder Airport will initiate a consortium meeting in which all companies from the supply chain will be represented. In consultation with the government and Dutch offshore regions, this consortium will offer its services based on the hub and spoke model. Over the past few months we have been in close contact with the companies, branches, port areas and governments about this plan. We have also presented this idea during the Offshore Wind Energy 2017 trade fair in London. Also there were several press releases, and interviews have been given to newspapers. All these activities have resulted in the following:

- The consortium model has been well received.
- The hub and spoke model is preferred by the market.
- The Province of North Holland and Holland above Amsterdam would like to play a more active role in Den Helder.
- Helicopter operators have shown increasing interest in Den Helder Airport.

During the coming period, we will concentrate on other heliports around the North Sea. After all, this plan will be most effective if we can roll it out as far as possible. I hope to tell you more about this in the next Airmail.



FOREWORD

Although various experts believe that the recession has bottomed out for the offshore industry, it is hardly noticeable at Den Helder Airport. The activities continue to conform with projections. Like last year, they take into account a reduction in the number of flights and passengers.

More positive news is that this year, Siemens is conducting several helicopter flights a week to the Veja Mate wind farm in the German part of the North Sea.

Furthermore, there are plans to establish a consortium with several parties from the supply chain. Based on a hub and spoke model, the offshore wind energy sector will be served from various helispots along the Dutch coast. Several contacts were already made during the Offshore Wind Energy trade fair held in London earlier this year. Another boost at the beginning of this year was the organization of so-called flower bulb flights. They were conducted in cooperation with CHC Helicopters Netherlands, Citymarketing and "Kleurrijk Julianadorp" for people who wanted to see the blossoming bulb fields from the air. This appeared to be an immediate hit, just like the helicopter flights that were made from Den Helder Airport at the end of June during Sail Den Helder/Navy Days.

We also recently welcomed a new helicopter operator. It is the Danish company Bel Air Aviation, which has rented space at Den Helder Airport in Hangar 3. Base Manager Christian van der Kruijf tells more about it in this issue. In turn, Ben Baijens, employed at CHC Helicopters Netherlands, talks about his extra task: showing visitors around the airport. A type of job for which he is ideally suited. There are also interviews with Jan Lalkens – the new Base Manager of CHC Helicopters Netherlands, offshore worker Phil Barton, and our new employee Jessica van Vugt-de Boer. Finally, Business Development Manager Offshore Wind Nick Waterdrinker tells you more about the latest developments in the wind energy sector and how Den Helder Airport can respond to them.

During the previous edition of the Offshore Energy trade fair that was held in October 2016, the region presented itself as North Sea Energy Gateway. Companies from the region, among which Den Helder Airport, will jointly promote this new brand to show what we have to offer the offshore oil- gas and wind industry. That is why the layout of the Airmail has been changed. This year, once again, Den Helder Airport together with CHC Helicopters Netherlands and NOORDWEST Services & Security, will be participating in the Offshore Energy trade fair. We hope to welcome you there at our stand (stand 2.001.8, hall 2) on 10 and 11 October.

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Platform Steward Ben Baijens It's nice to share knowledge

Giving tours at Den Helder Airport is a nice addition to his work. Ben Baijens (Platform Steward at CHC Helicopters Netherlands) speaks enthusiastically about the opportunity his employer gave him to show small groups (including many young people) around the airport grounds.

When this interview with Ben Baijens takes place, he just celebrated his 12.5 anniversary. "Like most of my colleagues, I was hired at first by an employment agency. When there was a vacancy I moved on to a permanent position. Platform Stewards take care of handling helicopters and aeroplanes on the platform. We accompany passengers, refuel, load and unload. We are with 21 platform workers. The world of aviation is a nice place to work.

I enjoy sharing knowledge. When new colleagues arrive, I can often help them to learn about the job." His commitment to share knowledge was also noticed by his direct supervisor, who at some point asked him whether he would be interested in giving guided tours for Den Helder Airport. "This was about five years ago", Ben Baijens continues. "Mainly primary schools sign up for these tours. This year, a father came for a visit, first with his youngest daughter's class and later on with his oldest daughter's class. Last April I guided 15 girls from MAVO aan Zee and their teacher (physics) around on National Girls Day. Sometimes I also accompany people who go on a helicopter for the first time. For example, during events such as "Kleurrijk Julianadorp" and "Sail Den Helder 2017".

Entire process

The guided tours take an average of one hour and a half, with groups consisting of 10 up to 15 people. Larger groups are being split up. Ben Baijens about the tour itself: "The entire process, everything that a passenger experiences when he or she flies, is addressed. From checking in, the survival suits and life jackets, and what happens with the luggage. We also take a look at the platform to see a helicopter. I also read up so I can give good answers to the more technical questions. We visit the hangar of CHC Helicopters, or if there is no helicopter there at that moment, its neighbour NHV. Then I usually show a video of the helicopter we have just seen on the platform. When pupils of primary schools come to visit, I try to arrange for the fire department from De Kooy Naval Air Station to give a demonstration with a large fire engine. The pupils are allowed to spray with the fire hose themselves. All of this is received enthusiastically. At the end of the tour, every visitor gets a nice bag of Den Helder Airport that includes folders, pens, stickers. All in all, giving tours is a nice addition to my daily work. It is good to experience that wherever I go with a group, at Operations (for example), there is always someone who takes the time to explain specific things. Of course, I am very happy with the colleagues who take over my tasks when I am busy giving a tour."

For Ben Baijens, giving tours is a nice addition.



Bel Air Aviation: Back again



Photo: PAS Publicaties

Base Manager Christian van der Kruijf in front of the AW139 that is stationed at Den Helder Airport.

Since the beginning of July, Danish helicopter operator Bel Air Aviation has stationed a helicopter again at Den Helder Airport. Several flights have already been carried out over the Dutch Continental Shelf. According to Base Manager and pilot Christian van der Kruijf, the operator is back again and hopes to spread its wings at Den Helder Airport.

The helicopter operator, originally from the Danish town of Esbjerg, has stationed an AW139 helicopter at Den Helder Airport that can transport twelve passengers. Christian van der Kruijf:

"We flew this heli over to Den Helder on Sunday, 2 July. It has already made three offshore flights from Den Helder Airport, including a flight to the jack-up rig Maersk Resolve, which is drilling for Wintershall in the Dutch sector of the North Sea. We hope to be able to attract more of this ad hoc type of work. For the deployment of our heli, we are not only looking at the offshore oil and gas sector but at the wind energy sector as well. Therefore, we have equipped our AW139 with a hoist (lift installation)." Bel Air Aviation has settled at Den Helder Airport in Hangar 3 with an entirely Dutch crew consisting of three pilots and two mechanics. "We will stay here for the time being, until the end of 2017. We also plan to station an AW189 at Den Helder Airport before the winter. This type of helicopter is somewhat larger than the AW139

and can take sixteen passengers. What makes the AW189 special is its ice protection system, which allows the helicopter to fly in icing conditions."

Repetition

Den Helder Airport is familiar terrain for Christian van der Kruijf. "Bel Air was also active here in 2012. In that year, Shell was engaged in starting up an offshore project. DanCopter, which was located at Den Helder Airport at the time, did not have sufficient capacity to meet the needs of this oil company. After Shell asked us to help out, we set to work for eight months with an AW139 from Den Helder Airport." As to why the Danish helicopter operator returned here, Christian van der Kruijf says: "When two of our major contracts expired in Denmark earlier this year, we had to look for other work. Based on the positive experiences we had at Den Helder Airport in the past and the fact that there is a relatively free market here, Den Helder Airport was a logical choice. We are hoping for even more work and also intend to

locate in England and Norway. We are actually looking for tenders worldwide to bring in new work for our helicopter fleet."

Development of Bel Air

Christian van der Kruijf began his flight training at Heli Holland in 2004. After completing the training, he performed both onshore and offshore helicopter flights for this company. In 2008, he got to work as a pilot for NHV in the West African country of Sierra Leone, and two years later made the switch to Bel Air Aviation, his current employer. He has this to say about this Danish helicopter operator: "This company was founded by Susanne Hessellund. After she completed her flight training, she wanted to fly offshore for Maersk Helicopters. However, this company required 1,000 hours of experience as a pilot and Susanne did not have that. That was why she founded Bel Air and made aerial tours with a small helicopter. In so doing, she amassed enough hours to work for Maersk Helicopters in 1994. In 2002, together with two partners, she founded DanCopter. Following the sale of her shares in this company in 2008, she founded Bel Air Offshore (now Bel Air Aviation). The first AW139 arrived a year later. So much work came her way that the fleet now has five helicopters, including three AW139s and two AW189s. We flew a lot for Allseas' Nord Stream project in the Baltic Sea and for major contracts from Maersk Oil and DONG/Hess. Now that these have been completed, we have to work elsewhere. Personally, I am delighted that my employer has returned to Den Helder Airport." When asked who does the maintenance for Bel Air Aviation's helicopter fleet, the Base Manager replies in conclusion: "We are a certified maintenance company for Agusta, the manufacturer of our helicopters. Not only do our own helicopters receive maintenance in Esbjerg, but helicopters from other companies as well. Our company provides work for 60 to 65 people."

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A QUARTER FOR THE PASSENGER

Phil Barton: Helicopters are like flying taxis to me



Photo: Wintershall

Phil Barton has been working his entire life at sea. First as a professional diver, now as a pipe fitter on oil and gas production platforms, employed by Wanted Oil & Gas from Den Helder. "My base is Den Helder Airport", says the 62-year-old Briton, who is already making plans to start a new camping adventure in southern France after ending his career offshore.

Phil Barton has worked on the RAVN platform for the past year and a half. (Photo: Wintershall)

When Phil Barton gives this interview at Den Helder Airport at the office of Wanted Oil & Gas, he has just undergone a medical examination. An hour later he has to check in for a helicopter flight to the L7Q platform of

Total E&P Nederland in the Dutch sector of the North Sea. "I have been working at sea my entire life. In 1972, I began as a diver with the British Royal Navy, where I also became acquainted with saturation diving in very deep water. I would continue doing this work for seven years, at a time when the oil and gas industry was rapidly developing. Since a lot of money could be made there, I decided to make the switch to a private English diving company." This was the start of his long career in the offshore industry, where he would work for a series of reputable companies. First in England, but later also in the Netherlands at GB Diving and Dutch Diving, among others. During that time, Phil Barton also met his Dutch wife. "Twenty years ago, I moved with my family to Spain to go to work there. About six years ago, I ran into the former owner of Wanted Oil & Gas, who offered me a job. I could no longer dive because of my age, but mechanics was possible. I therefore started working as a pipe fitter for Wanted Oil & Gas on platforms of the oil companies Taqa, Wintershall, Total, ENGIE and ONE. During the past year and a half, I worked in the Danish sector of the North Sea on the RAVN oil production platform of Wintershall. A brand-new platform that had to be put into operation."

New adventure

The schedule of two weeks on, two weeks off, suits Phil Barton well. "As a diver, I spent increasingly longer periods at sea and that was not really good for my family life. My schedule now is fine." Regarding flying with helicopters to and from work offshore, he says: "I have absolutely no problem with that. Helicopters are like flying taxis to me, in which everything is well arranged in terms of safety. This also applies to the service and handling at Den Helder Airport. I have very pleasant contacts with people here", after which he adds, with a laugh: "Only I find the coffee here very expensive." Phil Barton has already given some thought to what he will do after his offshore career. "I hope to continue to do this work for another year, but after that I would like to start a campsite in the Pyrenees in the south of France. This fits in well with my hobbies: hiking and climbing in the mountains. That way, I can combine work and pleasure."

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New employee on board



Jessica van Vugt-de Boer.

time, there was a new CEO every couple of years, which gave a lot of variation to the job. After 25 years, it was time to make a change. Last year this change came unexpected. Due to the illness of two employees, I was asked to fill in for four months as executive secretary at Den Helder Airport. This was a great experience for me. Early this year I received a phone call again, by Conny van den Hoff (Managing Director). There was a vacancy and she asked me if I was interested in applying for the job. Yes, I certainly was, and after going through the application process I was able to start on the 25th of January. As a secretary, I am co-responsible for all facility services at the airport. The communication on Twitter, Facebook and LinkedIn are also my responsibility, and I keep our website updated. I also fill in for my other colleagues where necessary.

What struck me the most is that everybody is willing to help each other out. It is a great team that does an incredible amount of work. I love organizing, so this job is right up my alley. Every day is different. In the beginning, I had some trouble adapting to the airport jargon, but I'm totally familiar with it now. I have a contract for 24 hours and you can find me at the airport on Mondays, Wednesdays and Thursdays. It is so busy here, time flies! I only live five minutes away from work which is great as well, and totally different from what I was used to the past 25 years." Because of her enthusiasm we can conclude that Jessica is very fond of her new job. Besides enjoying her work, she keeps herself busy with the good things in life. She loves getting together with friends, making city trips (or longer trips), and reading a good book now and then. Jessica is married and has two grown daughters.

Jessica van Vugt-de Boer has been working as a secretary at Den Helder Airport since the end of January, this year. As the successor of Yvonne Rouwhorst, she works three days a week on facility services and social media. This is the second time within a short period of time that she is part of the Den Helder Airport team.

After working for an employment agency for a short period of time, Jessica van Vugt-de

Boer, born and raised in Den Helder, started a career in healthcare in the early '90s. With her college degree in Management and Organization, she was able to work as an executive secretary in this sector. Jessica: "I did this work for about 25 years. Initially, only in Den Helder, but as the organization grew, also in Schagen, Heerhugowaard and Alkmaar. To attend meetings, I also had to go to Amstelveen, Harderwijk and Meppel. Since the organization grew within a short period of

NEWS IN BRIEF

- From 6 to 8 June, Den Helder Airport and Port of Den Helder participated in the Offshore Wind Energy trade fair in London. Together with 22 other companies, an excellent presentation was given in the Wind Energy by Holland Pavilion on everything the Netherlands has to offer the international wind energy sector. The trade fair provided Den Helder Airport with several important new contacts.
- On Thursday, 1 June, the North Sea Offshore event, for which Den Helder Airport is a co-organizer, attracted 309 participants. 255 of these participants attended the morning program while 250 attended the afternoon program. A total of 198 unique companies were registered by the organization. This successful meeting included a morning visit to Den Helder Airport, where several participants were treated to presentations by CHC Helicopters Netherlands and Den Helder Airport and a tour around the airport grounds. The North Sea Offshore event has 27 sponsors. The next edition will be held on 7 June 2018.
- Contractor Carlebur, commissioned by De Kooy Naval Air Station, recently started with the installation of the dual-spot dummy deck on the south side of Den Helder Airport. This helicopter deck will be used to train with the NH90 helicopter before it is stationed on a naval ship. The dummy deck is about 70 metres long and 25 metres wide. Two buildings containing storage space and a classroom will be built adjacent to it. Delivery is scheduled for mid-October.



Base Manager Jan Lalkens: I'm a real aeronautical product



Photo: PAS Publications

CHC Base Manager Jan Lalkens.

A year ago, Jan Lalkens settled in as the new Base Manager of CHC Helicopters Netherlands at Den Helder Airport. He describes himself as an aeronautical product, having spent his entire career in this sector. He was pleasantly surprised at the facilities and infrastructure available at Den Helder Airport.

Jan Lalkens makes no secret of the fact that parent company CHC had difficulties in 2016, like many other companies affected by the recession in the offshore oil and gas industry. But thanks to the presentation of a good business plan, during a so-called Chapter 11 procedure in the United States, finances could be restructured and a quick restart could be made. He says: "Our company is now in a very good position. I believe we are currently the strongest helicopter operator in the world in terms of balance sheet. We are very well positioned to grow again, slowly but surely, in the various offshore markets in which we are active. Not only in the oil and gas industry, but also in the wind energy sector. More than a year ago, I was asked to take charge at CHC Helicopters Netherlands. It is important for our

customers that continuity is ensured. We have succeeded in that. I am proud that we have been able to maintain our core customer base, even in difficult times in Den Helder. All our customers have stayed with us, which attests to their loyalty." CHC operates from Den Helder Airport for oil companies such as Shell/NAM, Total, ENGIE, Taqa, Centrica, Dana and Petrogas. A fleet of ten Leonardo AW139 helicopters has been deployed for this. The company employs about 150 people and is thus an important employer in North Holland North.

Opportunities

The main segments in which CHC Helicopters Netherlands is active are the offshore oil and gas industry and offshore wind energy sector. Jan Lalkens: "We see opportunities for growth in both segments. The oil and gas industry is still having a difficult time, but offers opportunities nevertheless. For example, we just acquired a certificate to carry out hoists. Using a hoist, we can now bring people to platforms without helicopter decks. Helicopters are also needed for dismantling platforms. For transferring people,

helicopters are more efficient and faster than boats. Particularly in bad weather, a helicopter can continue longer. The hoist can also be used in the wind energy sector. Our pilots and operators of the hoist are trained to lower offshore workers onto a wind turbine. Another technique we can use is called long line. The helicopter acquires a kind of crane function to move and install parts in construction work. As far as the hoists are concerned, we are the only Dutch helicopter operator that is certified for this. We would also like to respond globally to Search And Rescue (SAR) tasks."

Wind work

Both in 2016 and this year, CHC flew very intensively from Den Helder Airport for the offshore wind energy sector. Jan Lalkens: "Siemens is our biggest customer in this area. Last year, we flew a lot to the Gemini Offshore Wind Farm in the Dutch sector of the North Sea and this year we made four to five flights a week for the Veja Mate project in the German sector." Regarding the idea of Den Helder Airport to set up helicopter spots along the Dutch coast he says: "Of course we would like to cooperate on this, but we also see it in a broader perspective. For example, we would like to respond to the demand from the wind energy sector to offer helicopter services from multiple countries. Aside from the Netherlands, there is also England, Germany, Belgium and Denmark. We can rely on the great knowledge and experience we gained in the offshore oil and gas industry for this." Jan Lalkens is also very pleased with the considerable interest in making sightseeing flights from Den Helder Airport. "There was a lot of interest particularly for the sightseeing flights during "Kleurrijk Julianadorp" and "Sail Den Helder". All the tickets were sold in no time. Our staff really enjoyed doing it. We see this not as a growth market but as a nice additional activity."

First placement

Recently, CHC presented the new H175 offshore helicopter at the airport of the Scottish city of Aberdeen. "For the time being, we will work with this model only in England, but when demand for this model of offshore helicopter comes in the Netherlands, we will also bring one to Den Helder." In talking about Den Helder Airport, Jan Lalkens concludes: "I was pleasantly surprised when I came to work here for CHC on 1 September 2016. It is just like a big airport, though on a smaller scale, but all the necessary facilities and infrastructure are present. This is my first placement for CHC and it is very pleasant to work here. After all, I spent my entire career in the aviation sector, in countries such as Ukraine, Switzerland, South Africa, the United Arab Emirates and Finland. Mainly in handling aeroplanes. I am a real aeronautical product and would not want it any other way."



Rare bird

On Friday, the 23th of June, a Sikorsky S92 helicopter had a brief layover at Den Helder Airport. The aircraft from the Norwegian company Norsk Helikopterservice took off from Stavanger Airport Sola, with Fleetland (England) as its final destination. The S92 was developed for deployment in the offshore industry and can take up to 19 passengers. The action radius is 430 nautical miles (774 km). The helicopter weighs 7,030 kilograms and is 17 metres long. Its top speed is 306 km and the cruising speed is 280 km.

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Like previous editions, Den Helder Airport is taking a prominent position at this year's Offshore Energy trade fair, which will be held on the 10th and 11th of October in the RAI complex in Amsterdam. The theme of the trade fair is 'Transformation through collaboration', which focuses on the transformation taking place in the oil and gas industry, and the wind energy sector (due to the continued low global oil prices). In Hall 2, Den Helder Airport, CHC Helicopters Netherlands and NOORDWEST Services & Security can be found at the North Sea Energy Gateway pavilion (number 2.001.8). Our pavilion is an absolute eyecatcher and brings the supply chain (which makes North Sea Energy Gateway unique), under the attention of the visitors of the exhibition.

We hope to welcome you at Offshore Energy 2017!



Profitable production after decomplexing



Photo: Flying Focus

L13C is the first platform to undergo a decomplexing program.

Just before this edition of Airmail went to press, the Nederlandse Aardolie Maatschappij (NAM) announced that a special operation had been completed in the Dutch sector of the North Sea. This involved the conversion of the L13C gas production platform into what is technically called a Normal Unmanned Installation (NUI). This 'decomplexing' was needed to continue to produce profitable gas in the current market with low oil prices.

After the conversion of this platform into an unmanned operating installation was completed on Tuesday, 22 August, Nick Spiertz, Offshore Installation Manager (OIM) of the L13C gas production platform called the completion of this operation an absolute milestone. Decomplexing the L13C gas production platform had already started in 2016. L13C, together with a wellhead platform, was installed at sea, approx. 50 kilometres northwest of Den Helder in 1986. In subsequent years,

several other satellite platforms were placed in the L13 block. They were also connected to the gas production platform. After water and condensate are removed from the gas on L13C, it is transported to the mainland. By generating gas from the fields in the L13 block for years on end, the gas pressure has declined significantly. This is also why less and less gas is produced while the operating expenses have increased rather than decreased. In order to be able to produce the remaining gas at a profit, the NAM, together with Shell UK, which is faced with the same problems in the English sector of the southern North Sea, launched the so-called decomplexing project.

Strip work

The project meant that the L13C production platform would be simplified and unmanned to the extent possible. From now on, the gas derived from the L13 block would be handled at another, more

centralized location. This meant that the L13C could be stripped almost entirely. First, all the devices and systems needed for gas treatment were removed. Subsequently, aside from the gas treatment installation, the accommodations for the crew and the helicopter deck also disappeared. Provisions were also made to transfer the gas from L13 to the K14 platform for treatment in order to be transported from there to the gas terminal at Den Helder. In stripping the gas treatment installation, the NAM applied a highly innovative water cutting technique. Pipes, barrels and columns were cut into accessible pieces with water and sand under high pressure. What was exceptional according to Offshore Installation Manager Nick Spiertz was that gas production could continue during a large part of the work. During the work, the Seafox 4 accommodation platform was placed next to L13C in order to serve as a hotel island for staff working on the decomplexing project.

Maintenance ship

The L13C production platform plus the accompanying satellites are designed in such a way that they can be monitored and operated remotely from Den Helder. This reduces operating expenses by approximately 60 percent. The fact that there is no crew working on the platform means that there is no need for helicopters to fly there. The platform is still visited three to four times a year by the maintenance vessel Kroonborg. This ship is specially equipped with accommodation areas, workplaces and transfer systems with which the necessary maintenance and inspection work can be carried out on the unmanned platforms. The NAM has been using this vessel operating from Den Helder for quite some time for work on its own small, unmanned platforms as well as those from Shell UK in the English sector of the southern North Sea. Other advantages of decomplexing are that less energy is consumed offshore and that the CO₂ emissions and other kinds of emissions are reduced. Although L13C was the first to decomplex in the Dutch sector, the Leman Echo platform from Shell UK was the very first to be eligible for this in the English sector. The plan is to eventually decomplex platforms K15 and K81 in the Dutch sector. The NAM has been producing gas from the Dutch sector of the North Sea for forty years.

COLOPHON

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