

Airmail Newsletter

Jo Peters:

New opportunities for offshore investments

It took a little longer than expected, but the Dutch Minister of Economic Affairs and Climate, Eric Wiebes, finally sent an important letter on gas extraction from the existing small fields to the Dutch Lower House. This resulted in an immediate and positive reaction from NOGEPA, the industry association for the Dutch oil and gas industry. They were delighted with the change to the investment tax credit for offshore gas extraction projects - an increase from 25% to 40% - that was announced in that letter. Secretary General Jo Peters has the following to say about this long-awaited letter from The Hague.

"In this letter", says Jo Peters, "the Minister clearly expresses his preference for natural gas extracted from Dutch fields over and above imported natural gas. Not just in words; he has also made the investment climate for offshore activities more favourable. A good thing and very necessary. As a result, gas extraction activities will continue in the Netherlands for some years to come, even at a time when our reserves in the North Sea are declining naturally. Furthermore, this move contributes significantly to creating a level playing field with, for example, the United Kingdom, meaning that operators (editor: operational oil companies) will be more likely to invest in activities in the Netherlands." Following implementation of a policy of continuously reducing the amount of gas extracted from the Groningen field, NOGEPA has participated in lengthy discussions with the Ministry in order to determine how gas extraction from small fields in the Netherlands can be kept at the same level. "The increase in the investment tax credit for offshore gas extraction projects that has now been announced makes it more interesting for our members to focus again on their activities in the Dutch sector of the North Sea. At present,

approximately 20 billion cubic metres of gas are extracted from under the seabed. Investments will need to be made in order to keep this amount at the same level. Those 20 billion cubic metres plus the 10 billion that will be extracted from the Groningen field in the near future are just sufficient to satisfy the demand for gas in the Netherlands. On 29 March 2018, Minister Wiebes decided to stop gas extraction in Groningen. By October 2022 at the latest, but possibly a year earlier, gas extraction in Groningen will reduce to below 12 billion cubic metres. Depending on the effect of the measures, gas extraction is expected to drop to a level of 7.5 billion cubic metres and possibly much less from October 2022. In later years, these gas extraction activities will be gradually phased out."

Computational model

Jo Peters uses a simple computational model to illustrate the economic importance of domestic gas production relative to importing gas from, for example, Russia. "What many people do not know is that every single euro of the gas revenues that are paid into the Treasury's coffers results in a boost to the Dutch economy of five euros. Let me explain with a simple example. One cubic metre of gas currently commands a price of 20 euro cents, versus a cost of 10 euro cents for extraction. So there is a profit of 10 euro cents on each cubic metre of gas. Three quarters of that amount goes to the government and one quarter to the operator. In other words, the government receives 7.5 euro cents for each cube of gas that is extracted. The volume of gas required to pay the government one euro is 13.3 m³. When this happens, 13.3 x 10 cent = 1.33 euros is brought into circulation in the Dutch economy. When you factor in the euro paid to the government, the total comes to 2.33 euros. If we import this gas rather than extracting it

ourselves, the Netherlands has to pay 13.3 x 20 eurocents = 2.67 euros to Putin. When you add these amounts together, 2.67 euros plus 2.33 euros, you get 5 euros. In other words, domestic production generates a positive contribution of 5 euros for the Dutch economy. Many people think that the gas revenues in the national budget are not all that important because they only amount to 2 billion euros. In reality though, those 2 billion euros represent a positive contribution to the Dutch economy of 10 billion and that is an extremely significant amount."

Decommissioning

Now that more and more fields in the Dutch sector of the North Sea are becoming depleted, the time when the systems and pipe infrastructure will need to be decommissioned is drawing ever nearer. Jo Peters comments: "The main risk here is that the offshore infrastructure will disappear faster than necessary in relation



Secretary General Jo Peters: "Investment is becoming more attractive again".





FOREWORD

You are reading the very last printed version of our regular newsletter. The first newsletter - printed on A4 paper at the time - appeared in July 1996. Ever since its inception, our goal has been to use this newsletter to inform employees, neighbouring residents, nature associations, business relations and other stakeholders as optimally as possible about all the developments at and associated with Den Helder Airport. Obviously, we will continue to do so; however, with our corporate social responsibility in mind, we have decided to discontinue the paper version and will only post the newsletter digitally on our Internet site from now on.

As for the latest developments at Den Helder Airport, I can report as follows. We recently took the initiative of setting up both a national and international alliance. The intention is to improve our ability to react alertly and effectively to future developments in the oil, gas and offshore wind energy sectors. Our Business Development Manager Offshore Wind, Nick Waterdrinker, provides insights into the latest developments in this area in this Airmail. Logistics Manager Huib Giesberts of Total E&P Nederland informs us about the WOLO (Working Offshore Living Onshore) concept that was tested at the end of last year and the beginning of this year. David Goede of NAM tells us about his work in the aviation sector and the resulting relationship that he has with Logan Air. Secretary General Jo Peters of NOGEPa reacts to the letter sent by Minister Eric Wiebes to the Dutch Lower House on the subject of gas extraction from the small fields and new investment opportunities for offshore gas extraction. You will also be interested by the interview with Rob van der Hage - Business Manager of electricity grid operator TenneT's Offshore Department Netherlands - on the subject of developments in the offshore wind energy sector. Bram van den Berg introduces himself to you as the new supervisory director of Den Helder Airport. He succeeds Cees van den Heuvel. Finally, Jan Verest, the Head of Air Traffic Control of De Kooy Naval Airbase, gives us a progress update on the construction work for the Runway End Safety Area (RESA) and the training facilities on the south side of the airport grounds.

We also look back on a successful North Sea Offshore event, which was held on 7 June in Den Helder. The programme of activities included a tour of our airport.

The next edition of Offshore Energy is now in the pipeline. This trade fair, at which we and our partners will exhibit under the banner of the North Sea Energy Gateway (NSEG), will be held in the RAI complex in Amsterdam on 23 and 24 October this year. In addition, we will participate in the WindEnergy Hamburg 2018 exhibition from 25 to 28 September. We look forward to welcoming you at both exhibitions.

If you would like more information about our company after reading this newsletter, please contact us or visit our website: www.denhelderairport.nl.

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to the opportunities that exist for re-using it. This is why we have set up the Nexstep platform with Energie Beheer Nederland (EBN). We will jointly decide what needs to be done with the infrastructure that we no longer require. It can still be used for a different purpose in many cases. For example, we can still use the pipelines for transporting hydrogen and the platforms for hydrogen production. Alternatively, it may be possible to use the empty fields, pipelines and platforms for storing CO₂. It would be a pity if equipment were to disappear prematurely from the offshore environment due to today's low gas prices and, in fifteen to twenty years' time, we find that we have to build new and expensive infrastructure again for our new energy system. This causes me concern."

Energy transition

On the subject of slowly phasing out oil and gas in the Netherlands, the Secretary General has the following to say: "In twenty years, we will have more or less exhausted all our current stocks and that will be the end of the story. However, we need to phase out oil and gas as intelligently as possible. For a number of reasons; for example, in order to help other emerging sectors, such as wind and geothermal energy, in any way we can. This includes giving the small fields the attention that they deserve. But also to avoid throwing in the towel too quickly for political or emotional reasons that are perhaps not as objective as they should be. If a quick shut-down would help the energy transition, we would be the first to understand and cooperate. However, we do not believe this to be the case. In fact, the opposite is true. Our own gas, for as long as we have reserves available, is better for the climate than gas that is imported. The revenues that it generates can also be used for extra sustainability measures. So failing to exploit the gas reserves that ONE recently discovered above Schiermonnikoog, which would play to the pipes of Greenpeace, is not a particularly rational decision in our opinion. Unfortunately, there are parties who oppose anything and everything to do with fossil fuels and who see the energy transition as synonymous with 'turning off the gas'. We, on the other hand, have drawn up a phase-out plan that genuinely tries to be as constructive as possible in contributing to the energy transition. And that plan includes emptying the small fields." On a final note, Jo Peters adds: "In the 1960s, the whole country switched from coal to gas in just ten years. So the people who want to get rid of gas are now saying that this new transition should also be possible in ten years. In fact, a much faster transition is possible. We simply need to turn off the gas and that will be that. The big difference here is that we knew what we were switching to in the 1960s. From coal to gas. Furthermore, we were also convinced that this was much better for the environment. Things are slightly different now. We still do not have an alternative that can completely replace the gas we currently use. So rather than starting a demolition process, we need to build something that is better. Back in the 1960s, my parents did not remove their coal stove until the gas supply had been connected."



**EXHIBITION & CONFERENCE
(9), 10 & 11 OCTOBER 2017
AMSTERDAM | THE NETHERLANDS**

**Visit North Sea Energy Gateway
during Offshore Energy**

As in previous years, Den Helder Airport will exhibit on the North Sea Energy Gateway stand during this year's Offshore Energy trade fair in the RAI complex in Amsterdam. This attractively styled platform presents the supply chain that makes the North Sea Energy Gateway in the tip of North Holland so unique, to the exhibition visitors. The exhibition will be held on 23 and 24 October and focuses on the following theme: 'Explore - Inspire - Transform'. The organisers expect more than 12,000 visitors and over 600 exhibitors from the Netherlands and abroad. We look forward to welcoming you here again on our stand.



Rob van der Hage:

The future of offshore wind energy seems to be brightening

Shortly after the Dutch Cabinet presented its plans for promoting offshore wind energy in the period from 2024 to 2030 in the 'Offshore wind energy roadmap 2030', Airmail's editor interviewed Rob van der Hage, Business Manager of TenneT's Offshore Department Netherlands. He provided some interesting insights on the offshore wind energy developments that are already ongoing and the complex challenges that lie ahead.

Electricity company TenneT, which is officially known as a Transmission System Operator, transports electricity and balances supply and demand for power in both the Netherlands and Germany. Its grid management activities also include the systems that connect the offshore wind farms to the grid on land. Rob van der Hage comments as follows on the latter subject: "As an offshore transmission system operator, our responsibilities include considering the options for and choosing the best approach to rolling out that electricity grid in the long term. The same applies to optimal grid concepts for the recently published roadmap to 2030 and the subsequent period up to 2050." The new roadmap, which covers the period from 2024 to 2030, reveals the government's desire to increase offshore wind farm capacity by a further 7 GW. The locations have already been determined and are referred to as Hollandse Kust West (Dutch Coast West), Ten noorden van de Waddeneilanden (the area north of the Wadden Islands) and IJmuiden Ver (the deep waters off IJmuiden). The Energy Covenant of 2013 previously included a roadmap up to 2023. "The plans for this period include developing a total capacity of 3.5 GW spread across five wind energy areas in the Dutch North Sea. Those areas are Borssele 1+2 (700 MW), Borssele 3+4 (700 MW), Hollandse Kust Zuid (2 x 700 MW) and Hollandse Kust Noord (700 MW)."

Standardisation

The five areas reserved for building wind farms during the period up to 2023 are all relatively close to the Dutch coast. TenneT is responsible for connecting these wind farms to the national high-voltage grid. Rob van der Hage: "We have developed a modular connection system for this. Each module has a capacity of 700 MW. Significant cost savings can be achieved through sufficient scale. The system comprises a standard transformer platform that is installed offshore in the designated wind energy area. The alternating current (AC) generated by the wind turbines is channelled via this platform. A 220 kV AC cable transmits the AC to a high-voltage substation built on the mainland close to the coastline. We also intend to use this modular connection system for the Hollandse Kust West and Ten Noorden van de Waddeneilanden locations. This will be

feasible because they are also relatively close to the coastline. However IJmuiden Ver is a completely different kettle of fish. Because this wind energy area lies much further away from the coast, we will need to use DC cables to transmit the electricity to the shore. We have already used this approach in the German part of the North Sea where the wind farms are also located at a significant distance from the shore. Sometimes more than 100 kilometres." HSM Offshore in Schiedam has already started to construct the first two 700 MW transformer platforms. "We were not able to standardise on a modular system in Germany as the wind farms there had to be built at breakneck speed. In the Netherlands, we succeeded in convincing the government of the benefits of this approach, resulting in a significant cost reduction, which is also mandatory here. In the light of current technology, a 700 MW system is the optimum size at present. These developments are a huge



Visual: TenneT

Artist's impression of a modular 700 MW transformer platform.

step forward in complying with our obligations under the climate agreement. At present, the Netherlands is somewhere near the bottom of the list, with only 1 GW of power supplied by wind farms. However, all the planned developments will put us close to the top of the list, among the countries with a proactive focus on the energy transition." A cost reduction of 40% has been achieved for the period up to 2023. TenneT's total investment in offshore grid connections up to 2023 will amount to 2 billion euros. That investment will deliver a connection capacity of 3.5 GW.

Mini hub

Even though nothing has been finalised as yet, TenneT has already thought deeply about the best way of bringing the electricity from IJmuiden Ver ashore. TenneT's Business Manager continues: "IJmuiden Ver is the first truly sizeable wind energy area in the Netherlands and expected to generate 4 GW of electricity. This will require us to come up with a number of innovative solutions. We have already considered a range of different technologies, including using a small island. This will replace the jackets (editor: support structures) of the transformer platforms. However, this small

island should not be confused with the larger hubs that may well be built in the North Sea in the longer term. The latter are islands with a surface area of several kilometres where wind power connectors to the surrounding countries will be installed. In the case of IJmuiden Ver, we are considering an island with a surface area of a few hundred metres, which will only be large enough to accommodate converter stations (transformers that convert alternating current to direct current)." Even so, TenneT is also considering building a larger offshore island in a number of spots, including the Dogger Bank. "People have fantasised about building artificial islands on the Dogger Bank for years. Wind farm developers have been eyeing up this location for some time because of its excellent suitability and good wind characteristics. In addition, the water is relatively shallow there. Its central location relative to the surrounding countries is a further advantage. We also



Visual: TenneT

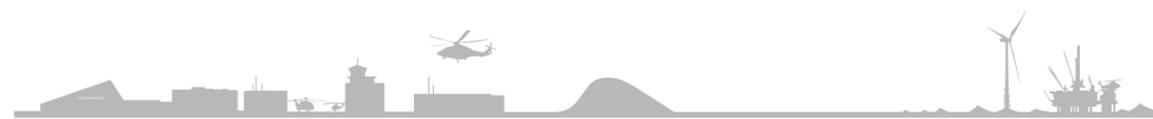
The North Sea Wind Power Hub, the plan for a large-scale and sustainable energy system at sea.

consider it a very attractive area. Some people even see the Dogger Bank as the Holy Grail of offshore wind energy. However, no areas have been designated for the long term as yet in the Netherlands. We can be sure of one thing though: offshore wind energy has a bright future and we can expect exciting developments soon." TenneT is already a participant in an earlier ambitious plan to build a large-scale and sustainable energy system in the middle of the North Sea. The North Sea Wind Power Hub Consortium, comprising TenneT (Netherlands), TenneT (Germany), Energinet (Denmark), Gasunie and the Rotterdam Port Authority, has even been set up for this initiative. The participants have pooled their skills and resources in this consortium in order to more deeply study the possibilities of developing this system, which is expected to make an important contribution to achieving the objectives of the Paris climate agreement.



Photo: TenneT/Babet Hogervorst

Business manager
Rob van der Hage.



Anticipating future developments

Den Helder Airport has set up two special initiatives in order to react effectively to future developments in the offshore oil, gas and wind energy sectors. These two unique alliances bring together domestic and international partners and resources. Business Development Manager Offshore Wind Nick Waterdrinker explains how these alliances came into being.

In the previous edition of Airmail, Nick Waterdrinker announced that a consortium, to be led by Den Helder Airport, would be set up with a number of companies in the supply chain. The objective was to couple the existing infrastructure at Den Helder Airport with a number of smaller helicopter bases on the Dutch coast. The consortium's mission was to develop a business model for this form of partnership, which would prove to be economically sound and sustainable in the Netherlands. He brings us up to date with the current state of affairs: "We talked about the Hub and Spoke concept in the previous newsletter. That name does not really cover the full scope of the activity so we are now calling it the Hub and Satellite concept. A Dutch alliance, rather than a consortium, has been created in order to roll out this concept. The alliance is called the North Sea Helicopter Support Alliance and comprises companies active in the helicopter sector. Everybody who has anything to do with this activity is represented, so we have the complete logistics chain at the table. Our common objective purpose is to set up small helicopter bases along the Dutch coast in a way that is as 'lean and mean' as possible. This will allow us to operate with maximum competitiveness and sustainability. This initiative was required in response to plans for a number of large heliports in the Netherlands. If these developments are not managed properly, we are likely to see a situation of oversupply in the Dutch helicopter infrastructure, which will ultimately result in higher costs for the market. Our concept, which is based on a manageable infrastructure, is intended to secure the future of aviation in its support role for the offshore wind market. We can offer a complete services package through our alliance. We are already holding talks on this initiative with central government and the provincial authorities that are involved."

First step

According to Nick Waterdrinker, the national alliance is the first small step towards

something much larger which will extend across North Western Europe during the years to come. "I indicated this previously in my research paper on future developments for Den Helder Airport in the offshore wind energy sector. The shifts that have taken place in this sector to date are nothing compared to what is going to come. So we have to react in good time."

When the plans for setting up the national alliance were presented last year during the Offshore Wind Energy exhibition in London, a European spin-off soon followed. "Several countries immediately showed lively interest in our plans. That led to international contacts with heliports in England, Denmark, Norway and Germany and an invitation from Den Helder Airport to meet each other in Den Helder on 26 and 27 February. That meeting at Den Helder Airport, with representatives from Emden, Esbjerg, Stavanger, Aberdeen and Humberside, was a world first! We soon all agreed that it was better to work together in the light of all the uncertainties in the market. We intend to ask the seaports in the vicinity of these heliports

to get involved as well."

After the kick-off meeting in Den Helder, the official ceremony marking the start of the international alliance - which has been baptised the North Sea Heliports Alliance - took place at Aberdeen airport on 11 and 12 June. "We will officially launch this alliance at the Wind Energy exhibition in Hamburg in September. We plan to meet four times a year. The reactions to this initiative in The Hague have been extremely positive", says Nick Waterdrinker who hopes that all these initiatives will save as many jobs and preserve as much infrastructure as possible. Particularly now that the activities in the offshore oil and gas sector are increasingly winding down. "Talks with the other heliports indicate that everybody, except for Emden Airport, is also suffering from the effects of the downward spiral in this sector. Emden Airport, which is exclusively active in the wind energy sector, reports a strong uplift in this area. In the future, the other heliports will almost certainly benefit from this trend as well."

Den Helder Airport at WindEnergy Hamburg 2018

Together with the other airports and members of the North Sea Heliports Alliance (NSHA), Den Helder Airport will participate in this year's WindEnergy Hamburg trade fair. The biannual exhibition will be held from 25 to 28 September in the halls of the Hamburg Messe complex. The NSHA will be officially presented on the stand of the German municipality of Emden on 26 September. The organisers hope to welcome 1400 exhibitors and approximately 35,000 visitors from 100 different countries this year. You are cordially invited to visit us on the stand.



WindEnergy
Hamburg

The global on & offshore expo



Paul Schaap signing off



Paul Schaap (Editor)

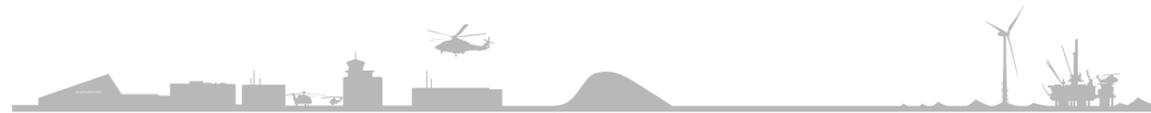
After nearly 23 years, the printed version of Den Helder Airport's newsletter is to be discontinued. I have had the privilege of editing this newsletter, which was given the fitting name of Airmail in 2015, from day one. Including a number of special publications, nearly 50 editions have appeared since 1996. An average of two newsletters a year, on A4 paper during the first 10 years and then

in tabloid format in later years. I have also had the privilege of interviewing dozens of people who work at or in the vicinity of the airport over the years. The thing that struck me again and again was how proud these people are of their work and of the airport itself. Critical comments have been few and far between. Partly because of this, I have very much enjoyed both editing this newsletter

and experiencing the developments at the airport at a very personal level. I owe a great debt of gratitude, to Roel Hijmans initially, and Conny van den Hoff subsequently, for the trust and confidence that they have always placed in me. So although I bid you farewell with some sadness, this development fits in well with my intention of gradually reducing my writing activities. During the past 35 years, I have written pieces about and for countless companies that were and are active in the offshore and shipping sector. More than 10,000 articles in fact, including hundreds devoted to the offshore activities at and around Den Helder. Based on my expertise, I was also often able to give these companies useful tips. Another fact of which I am particularly proud is that a number of oil companies also asked me to write books commemorating their anniversaries. These books present an accurate account of the history of the oil and gas industry on the Dutch continental shelf, including the important role played by Den Helder Airport. Although I have now reached retirement age, I do not plan to take things quietly. I intend to remain active as a specialist editor for various shipping and offshore magazines. In addition, I also intend to devote a lot of time and energy to the further development of Museumhaven Willemsoord in Den Helder. I started to support this Foundation in 1991 and would like to carry on doing so for some time. So you have not heard the last of me yet.

NEWS IN BRIEF

- As in 2017, CHC Helicopters once again provided helicopters for a series of Flower Bulb Flights above the North of North Holland this year. During three weekends in the month of April, 414 guests had the opportunity of enjoying the beautiful colours in the fields surrounding Julianadorp from the air. These flights were organised by Den Helder Airport, Citymarketing Den Helder, Kleurrijk Julianadorp and CHC Helicopters.
- Helicopter operator NHV, which has a sizeable business unit at Den Helder Airport, continues to spread its wings in the offshore sector. The company recently signed new contracts for helicopter activities in the British sector of the North Sea with Nautical Petroleum/Cairn Energy and Dana Petroleum, and with FAR Gambia for offshore helicopter work in Gambia.
- Den Helder Airport recently set up a partnership with Schermerhorn & Co in Alkmaar. The latter, which is the largest indoor media agency in the Netherlands, specialises in installing and operating narrow casting systems. These systems are large illuminated panels on which companies can present their products and services. These panels have been installed in the terminal at our airport and Schermerhorn & Co is responsible for selling the advertising space to businesses. For more information: www.schermerhornenco.nl
- CHC Helicopters put a unique training facility into service on 29 March 2018. The facility is purpose-designed for Helicopter Hoist Operations Courses. This one-day course specifically targets offshore workers who need to be set down on wind turbines or platforms that do not have a helideck, however SAR operators can also come here for training. The hoisting simulator is based on the shape of the cabin in a Leonardo AW139 helicopter.



Bram van den Berg new Supervisory Director of Den Helder Airport

The 43-year-old General Manager Operations Support of Heli-One in Canada, Bram van den Berg, joined the Supervisory Board of Den Helder Airport in December last year. He succeeds Cees van den Heuvel and his primary brief is to represent the interests of CHC Helicopter. Like the Municipality of Den Helder, this company has a 50% shareholding in Den Helder Airport.

The manager of CHC subsidiary Heli-One's interest in aviation was aroused at a very early age. Bram van den Berg: "I developed a lasting fascination for aviation as a young boy. After passing my GCSE exams (MAVO), I decided to pursue my studies at the Anthony Fokkerschool in The Hague. At the time, that was the only full-time technical college course for students who wanted to become an aircraft maintenance mechanic. Unfortunately though, the aviation sector in the Netherlands was in a dip when I completed this course. So I made the obvious choice and decided to take a further Aviation Operations course with a specialisation in Flight Operations at Amsterdam University of Applied Sciences. After a number of years of enjoying life as a student in Amsterdam, I felt that I was not yet ready to start looking for a job. With that in mind, I decided to enrol for a course in Business Administration at Nyenrode Business University." After completing this course, Bram van den Berg felt fully equipped for a career in the aviation sector. He sent application letters to

several potential employers, including Schreiner Aviation Group, which offered him his first job at Schreiner Aircraft Maintenance (SAMCO) in Maastricht in 2000. This was followed by two further positions at Schreiner Cargo and Schreiner Corporation.

Canada

When asked what took him to Canada, Bram van den Berg answers: "I moved abroad shortly after CHC Helicopters completed its acquisition of Schreiner in September 2004. I was one of a number of Schreiner employees who were offered the opportunity of relocating to Vancouver. On 3 January 2005, I emigrated to Canada and took up my position of Manager Strategic Planning Resources & Operations with CHC Helicopter." After working in various management and director-level jobs within CHC, he transferred to Heli-One in 2016.

"They had offered me a job as General Manager Operations Support (worldwide). A fantastic position, which I still hold today. Heli-One is the largest independent company in the world in the field of helicopter maintenance. The company has branches in Vancouver, Stavanger and Rzeszow in Poland. Heli-One offers a range of professional maintenance and overhaul services for helicopters that include repairs, modifications and an exchange service. I am responsible for customer service, the Heli-One supply chain organisation, including logistics, planning and procurement, inventory



Supervisory Director Bram van den Berg: "I developed my fascination for aviation when I was a young boy."

management and strategic sourcing, and for the Heli-One parts trading organisation. I manage a team of approximately 100 employees."

Like his predecessor, Bram van den Berg recognises that guiding Den Helder Airport through the current recession in the oil and gas industry and looking for new growth opportunities will be a significant challenge.



A Cessna 510 Citation Mustang (twin-jet) operated by aircraft leasing company AstonJet, based in the French town of Toussus Le Noble, landed at Den Helder Airport on Monday, 9 July 2018. The 12.37 metre long fixed wing aircraft, with a wingspan of 13.16 metres, had flown in from London Luton Airport. Two passengers were on board; a former resident of Den Helder and her son, who intended to visit family members in Den Helder. Shortly after midday, the Cessna, now without passengers, took off again and set a course to Saint Tropez.

Rare bird

Good experiences with Logan Air

A passenger aircraft operated by Logan Air lands at Den Helder Airport every second week in order to drop off 20 English maintenance technicians and collect the same number of technicians for the return flight. The new technicians are the relief team for two Walk-to-Work (W2W) vessels that are currently moored in the deeper waters of the Port of Den Helder. A few hours later, the aircraft flies back to Norwich. A smoothly managed operation that is coordinated by the Flight Scheduling Unit of NAM's Logistics Department, says David Goede, Aviation Safety & Quality Engineer and Contract Holder Air Operations.

David Goede, who has been active in the aviation sector for almost 40 years in one way or another, joined NAM on 1 January 2015. On behalf of the oil and gas company from Assen, his job is to contract both the helicopter and aircraft operators that provide safe aviation transport for NAM employees and temporary agency workers. "I make sure that these operators comply with the normal national and international European regulations, and also Shell's requirements, which are even stricter. Helicopters operated by CHC Helicopters provide air transport to NAM and Shell platforms in the North Sea from Den Helder Airport and Norwich. Aircraft operated by Logan Air have also been used ever since NAM launched the Kroonborg Walk-to-Work (W2W) vessel. When the Kroonborg was put into service two years ago, we needed a 'feeder'. In other

words, a company that would transport maintenance personnel from Norwich to Den Helder. At the end of the day, we decided on Logan Air, a Scottish operator that now also has a subsidiary in Norwich. This company uses a Dornier 328 to fly an average of 20 maintenance technicians to Den Helder Airport on Thursday every other week and take the technicians whom they relieve back to Norwich. When a second maintenance vessel, the Kasteelborg, was put into service alongside the Kroonborg just recently, the number of technicians increased to 25. Now that the construction work for the take-off and landing area has been completed, there are no longer any restrictions on our activities and we can use the full capacity of this aircraft. The Dornier 328 has short take-off and landing capability. The runway at Den Helder Airport is by definition extremely short for aircraft, however, now that the temporary limitations have been lifted, this aircraft is perfect for our needs."

Fall-back location

Logan Air's aircraft is unable to use Den Helder Airport when strong northwesterly winds blow, or in foggy conditions. David Goede: "Our fall-back location in these conditions is Groningen Airport Eelde. The aircraft always has enough fuel on board to reach Groningen and, if necessary, fly even further. The only drawback is the two-hour bus ride to bring the relief team to Den Helder. So far, this has only happened on four occasions. I would just like to say that

I am very happy with the facilities at Den Helder Airport, particularly check-in and checkout, which are practically problem-free at this airport. When it is very busy, we can even open extra check-in desks. Peterson organises check-in and checkout for Logan Air's passengers at Den Helder and CHC takes care of ground handling. In Norwich, SaxonAir is responsible for all these arrangements. We did not select these parties: they have been chosen by Logan Air based on good experiences in the past. Because everything is organised properly in advance at both airports, the whole process runs smoothly and quickly. We have understood that Logan Air may phase out the Dornier 328 next year. So a different type of aircraft will be deployed."

Changing market

The market has changed significantly in recent years according to David Goede. "Three years ago, our first W2W vessel was still under construction. Now we work with two of these vessels. The arrival of the Kasteelborg, with 40 maintenance technicians on board, meant that the Kroonborg could be used for extremely specific maintenance tasks. The Kasteelborg is of a similar size and this vessel can also operate as an emergency response and rescue vessel (ERRV), in addition to its primary maintenance mandate. In an emergency, it can rescue up to 300 people. The two vessels are active on behalf of both NAM and Shell in the Dutch and British sectors of the southern part of the North



David Goede standing in front of Logan Air's Dornier 328.

Sea. All the logistics, including crew rotations, are organised from Den Helder.”

A further change in the market is that increasingly fewer platforms are equipped with a helideck. David Goede comments: “In total, NAM/Shell (ONEgas) still has 32 helidecks in service in the southern part of the North Sea, 18 of which are located on platforms in the Dutch sector. Following the deployment of the W2W vessels, our policy has been to shut down the helidecks at the secondary locations. As a result, we now only have helidecks at strategically important secondary locations, for example pipeline nodes, and at our manned locations. When simplifying platforms (decomplexing), we can shut down helidecks or even remove them altogether. Sometimes removing a helideck is more cost-effective than leaving it in place.”

Highly effective team

NAM has chosen CHC Helicopters to transport staff to the offshore platforms by helicopter. “One CHC helicopter flies from Norwich to the platforms in the southern part of the North Sea and more distant locations are serviced by a second, and if necessary third, helicopter flying out of Den Helder Airport. If there is a lack of capacity, e.g.

after a period of fog, we can call on other helicopter operators as well. I really enjoy the challenge of fitting all the logistics wheels together perfectly to ensure that people are transported from place to place as optimally as possible. In that respect, our experiences with Logan Air are nothing short of excellent and we have great confidence in their ability to satisfy our needs in the future as well. The fact that our logistics department includes a Flight Scheduling Unit is important. This highly effective four-man team seamlessly plans and organises all aspects of our flights. Ranging from booking passengers, determining flight plans, checking the required minimum training requirements, maintaining contacts with suppliers and the Offshore Installation Managers (OIMs) to making changes to the flight plans to allow for weather conditions. This team works from NAM’s office at the gas treatment station near Den Helder. When an aircraft operated by Logan Air has to deviate to Groningen, this team also steps in to make sure that everything runs smoothly. Although I work in Assen, I often come to Den Helder to talk to the team and the helicopter operators. In addition, I regularly visit Den Helder Airport

and the airports in Norwich and Rotterdam. All our flights are planned months in advance. We do our best to avoid subsequent changes to the schedule. This gives us a stable work base and ensures that we can work efficiently and economically. In the distant past, flights were sometimes arranged just to deliver a newspaper to a platform. An incredible waste of resources that has been unthinkable for a long time now.”

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Total's WOLO concept proves it: Flying is still a good alternative



Photo: Total

A number of the offshore workers who participated in the test to prove the WOLO concept.

At the beginning of this year, Total E&P Nederland tested its Working Offshore Living Onshore (WOLO) concept in close collaboration with Den Helder Airport. This involves flying technical staff to offshore locations every day and then collecting them at the end of the day so that they can spend the night in a hotel on shore. Total's Logistics Manager Huib Giesberts reveals the details.

"The purpose of the WOLO concept test was to show that we can help people work effectively and efficiently offshore through good preparation when flying them to and from the platforms every day. In other words, the idea was that they could use the maximum number of hours offshore during a 12 hour working day." An increasingly long list of platforms, to which Total's L7 central platform was added just recently, no longer have beds available for offshore workers. If major work has to take place on board, an accommodation platform or a walk-to-work (W2W) vessel can be hired specially for the job. While this is a good solution for lengthy projects, deploying helicopters to transport people was under consideration as a good possible alternative for small jobs. The intention was to demonstrate the feasibility of this idea with the WOLO concept. Huib Giesberts continues: "All the actions of the check-in procedure meant that a considerable amount of time elapsed before all the passengers were in their seats on board the helicopter and it could actually take off. The WOLO concept focused on this aspect because things had to be done differently and much faster."

First test

The WOLO concept was tested for the first time on L7CC where a number of technical issues had to be addressed in order to decommission the complex. The work included installing an emergency diesel

generator. This task was completed by a seven-man team during a period of six days in mid-December. "On 9 December, the whole team reported to Den Helder Airport in the evening in order to go through the normal process of preparing for a flight. After checking in, going through passport control and hanging up the appropriate survival suits ready for the next day, they went to a hotel for the night. The next morning, the group watched the flight safety instruction during breakfast and were then picked up at 6:30am by a taxi, which took them to the airport. During the drive to the airport, the team prepared itself for the metal detector inspection in order to speed up clearing security. When they arrived at the airport, the passengers were given a boarding pass after showing their passports. Wearing armbands that identified them as WOLO passengers, they boarded the helicopter and took off just 15 minutes later. After a half-hour flight, they arrived on board L7CC and started work immediately. They were picked up again at the end of the afternoon and were back in their hotel at 6pm. The same procedure applied on the following day. All in all, this approach reduced the check-in time from more than an hour to just fifteen minutes. The employees concerned saw the whole procedure as a great improvement. Eliminating the time-wasting elements let them experience working offshore as a normal working day and the overnight stay in the hotel was very comfortable. In short, with just a few changes, we succeeded in demonstrating the feasibility of a 12 hours on and 12 hours off schedule."

Second test

A second test of this concept took place from 2 to 10 January 2018. It was the K5P platform in this case, which also had no overnight accommodation available. "A team of 10 to 12 people had to install a tank system for helicopter fuel. We used the same procedure as that for L7CC. The only difference was

that flying to the K5 complex took slightly longer. This team was also highly satisfied by this way of working. In view of the results, we feel confident in saying that flying is still a good alternative. However, you have to adopt the right approach. Meanwhile, several other oil companies have approached me and asked how we handled this." Huib Giesberts is also full of praise for the companies that helped prepare the WOLO concept and implement it so effectively. In addition to Den Helder Airport, the list includes CHC Helicopters, NoordWest Services & Security, Biardo survival suits, Vice Versa, Hilverink Koeriers & Taxi and the three hotels in Den Helder that were involved in this project.

Using SAR hoists commercially

Total is not just a pioneer of the WOLO concept, it is also a forerunner in using SAR hoists commercially. "We used this technique for the L7 complex where the helideck had been decommissioned not so long ago. In the absence of a helideck, an SAR hoist is a good solution for setting people down on the platform from a helicopter. This test was performed by a five-man team, of which I was a member, in collaboration with CHC Helicopters. The five of us flew offshore in a helicopter that was equipped with an SAR hoist, with a trained hoist operator at the controls. We investigated every detail of the process for winching people up and down and succeeded in proving the feasibility of this approach. Two weeks later, we had to transport a number of technicians to L7 again for a repair job. The SAR hoist was used once again. To sum up, a helicopter can be used very efficiently thanks to this technique. If used appropriately, this technique is not by definition any more expensive than transporting people on a ship", says the Logistics Manager of Total E&P Nederland in conclusion.



Photo: PAS Publicaties

Logistics Manager Huib Giesberts: "The use of helicopters looks to be a good alternative for minor jobs".



Various construction projects completed



Various construction projects have been completed on and close to De Kooy Naval Airbase in recent months. Their purpose is to optimise the runway end safety areas of the take-off/landing strip, improve the training facilities and reduce noise nuisance for neighbouring residents. The Head of Air Traffic Control at De Kooy Naval Airbase, Major Jan Verest, gives us a progress report on these developments.

He starts with the Runway End Safety Area (RESA) project. "This involved creating a safety area at both ends of the take-off and landing strip. These are unobstructed undershoot and overshoot areas for aircraft whose pilots are forced to abort a take-off or who misjudge a landing. These areas are for use by both military and civilian aircraft. A 150-metre long area has been created at the end closest to the main carriageway and a similar safety area has been created at the other end behind the existing runway. After purchasing the land required for this from a grower of flower bulbs, the irrigation ditches had to be diverted and filled in and new fences erected. The next step was to create a 180-metre safety area. Thanks to these changes, the safety areas at both ends of the

runway now comply with the requirements of all applicable standards. However, this does not mean that larger aircraft can now land at Den Helder. Safety has been improved though, and the aircraft that fly to and from our airport can now utilise their full passenger capacity." The construction work was carried out by Transport- en Aannemingsbedrijf H.M.S. from Den Helder and completed on 31 May this year.

Training locations

A further project has been completed on the southern side of the airport. Major Jan Verest: "A 'dual spot dummy deck' location has been created in this spot by Aannemingsbedrijf Carlebur. This training location has the same shape and dimensions as the helidecks on amphibious transport ships such as the Rotterdam and the

Johan de Witt of the Royal Netherlands Navy. The concrete deck is 70 metres long and 25 metres wide. The concrete wall behind the deck represents the hangar that is present on the two transport ships. Classrooms and storage spaces were also built at the same time. All the deployments and procedures for taking off and landing on the deck of these naval vessels can be practised at this location, including flying a helicopter with a cargo load hanging underneath." The training location was completed on 29 June of this year, along with other works. "A 'multiple spot' had already been built here previously. It is now surrounded by a noise barrier to reduce the noise nuisance experienced by residents in the Kortevliet when test-running the helicopters. In addition to test-running engines, this location can also be used for training ground crew in the procedures for loading and unloading helicopter ammunition and calibrating the helicopter's compass. Our fire safety service also performs daily drills here to test its equipment. Another unusual feature is that the noise barrier has been sloped at an angle of approximately 10 degrees so that helicopter pilots can practice landing on a sloping surface." In addition, the same area includes a training spot where helicopter pilots can practice swoop approaches from a specific direction. A small training area for the local model flying club - Helderse Modelvlieg Club - will also be created here."

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