



Next Step for Fuel Management

Offloading Fuel Tankers from the NP Glory 4



Penspen Ltd has received five new vehicles to support the Fuel Management Contract. The vehicles comprises two 5,500 litre ground fuel vehicles for diesel and gasoline, two 18,000 litre aircraft refueller vehicles to be based at the Airport and one 12,000 litre bridger vehicle which will transport aviation fuel from the new BFI in Rupert's Valley to the Airport Fuel Facility, via the Airport Access road. All five vehicles were shipped to Walvis Bay from the UK on the Sanderling Ace on 10 July 2015 and were then brought to the Island by the NP Glory 4 on Wednesday 22 July 2015.

Once the vehicles were offloaded and checked, they were taken to a site in Rupert's for storage. Thanks to Penspen, Solomon & Co, Basil Read, the SHG Police Directorate and the Access Office for making this happen. The vehicles will be stored until the arrival of Flightline Support Ltd staff later in the year, who will assist with commissioning of vehicles and training of staff dedicated to operating the new fleet of tankers. St Helenian Daniel Peters, originally from Blue Hill, is an employee of Flightline Support Ltd in the UK and played a big part in constructing the five fuel vehicles that are now on-Island.

UK Fuels Training for Saints

Two Solomons' BFI staff, Daniel Bowers and Gregory Plato, have recently attended fuels training in the UK with Penspen Ltd. The five day course, hosted by Penspen in partnership with World Fuels Services and Flightline Support Ltd, was designed around both classroom-based training and hands on practical exercises, culminating in live fuels training at RAF Northolt in Southern England.

During the course, students were updated on the latest legislation and regulations related to airport fuel installations as well as gaining training on the new fleet of fuel tankers which will operate at St Helena Airport.



Fuel Quality Checks on Aviation Fuel Sample

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St Helena Airport

Issue No. 63
30 July 2015
Public Relations Office, SHG

St Helena Sea Rescue Service Moving Forward



Name: Simon Wade

Job Title: Sea Rescue Manager

Start Date: 1 February 2015,
employed by SHG

Job Role: I was hired to set up and enhance the Sea Rescue Service on St Helena. We are currently going through a big change with the new Airport and we have new boats and a new team to provide a service to the Airport and the Island as a whole.

Significance of role in the Airport Project: It is very important to have a fully functional Sea Rescue Service for the Airport, due to its close proximity to the ocean. But the service is not only for the Airport. We are building a service for the whole Island and planning for whatever scenario may occur.

Main Challenges: Starting a new service brings a lot of challenges and it can be quite stressful getting everything together. But we are getting there and making progress every day.

Previous Work History: I was part of the Ascension Island Government Sea Rescue Team for the last 10 years. We only ran one boat but also covered the airport there. It was quite different to what we are doing here but I am bringing some of my experience to my new role and also using the local knowledge from our guys on the team who know St Helena.

Thoughts on the Airport Project and Sea Rescue Service : I've only visited the Airport site once but from what I saw it was very impressive and I'm really looking forward to being a part of the Airport team.

The St Helena Sea Rescue Service is now fully functional, with six full time crew and eight auxiliaries now recruited. The team will provide a 24/7 sea rescue service to the Island and are currently being trained by Graeme Harding from the South African National Sea Rescue Institute. Once formal training has been completed, the Sea Rescue crew will continue to practice and hone their skills, developing and implementing standard operating procedures and readying themselves for Airport operations.

Meet the Crews



Full Time Crew - L to R: Leroy Caswell, Mark Caswell, Kerry Furniss, Ben Dillon

Full Time Sea Rescue Crew

The full time Sea Rescue Crew comprises Simon Wade, Craig Scipio, local Skipper Leroy Caswell, Mark Caswell, Kerry Furniss and Ben Dillon. All crew members are looking forward to the challenges of the new service and have joined the team to be a part of a professional service to the Island. Leroy has been a fisherman for the last 21 years and both himself and Kerry are previous participants in the Governor's Cup Yacht Race. Mark is also a passionate seaman and both he and Ben are proud to be a part of doing something they love whilst also contributing towards a very important service on St Helena.



Auxiliary Crew in training - L to R: Anthony Henry, Christopher Wade, Mick Hawken, Keith Yon, Kelvin Williams, Craig Yon

Auxiliary Crew

The Sea Rescue Auxiliary Crew includes Anthony Henry, Christopher Wade, Mick Hawken, Keith Yon, Kelvin Williams, Craig Yon, Mia Henry and Dorrان Henry. The auxiliary team have over 30 years' experience between them and are looking forward to the challenges of the new service (including deep sea rescue) and being part of supplying a reliable sea rescue service to the community.

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Meet The Trainer



Name: Craig Scipio

Job Title: Deputy Sea Rescue Manager

Start Date: 1 July 2015, employed by SHG

Job Role: I deputise to the Sea Rescue Manager and when he's not around I have full control of the service. Also, once our training is completed, we'll be able to train the guys ourselves in-house and keep the training programme running - and that will be my responsibility as well.

Main Challenges: I am still preparing myself for this very important role. I know it's not going to be easy and just setting up the new service comes with a range of different challenges. But I am going to approach my role full steam ahead.

Previous Work History: I have been employed on the St Helena Fire and Rescue Service for the last 12 years. During that time I also had the opportunity to be a part of the current sea rescue service and when a permanent position became available, I went for it.

Thoughts on the Airport Project and Sea Rescue Service : The Airport Project is awesome and the guys out there have proven that Saints have what it takes. I look forward to being part of it all.

Currently training the Sea Rescue Crews is Graeme Harding, National Training Officer for the National Sea Rescue Institute (NSRI) in South Africa.

Graeme is on-Island until 16 August 2015 with the purpose of passing on his knowledge to the Sea Rescue team and to leave behind a fully functional Sea Rescue base.

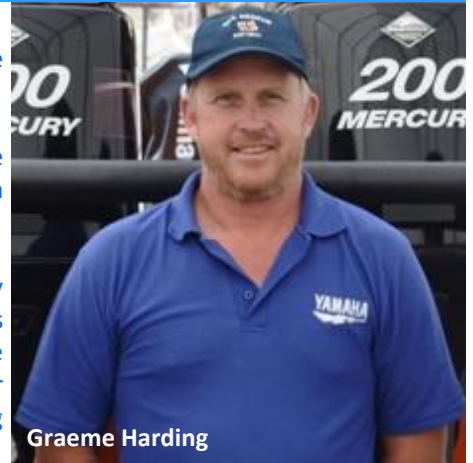
The first week of training consisted of theory work and, since the new rigid inflatable boats (RIBs) have arrived, a lot of work has been done on the boats. They are being launched for four hours every day to complete offshore training and establish an approach for aircraft and other rescue scenarios.

Graeme said:

"The boats are awesome and have a terrific crew. Everyone is eager to learn and I was very surprised at the level of knowledge they already have. I can't fault anyone on their seamanship, it's just the rescue side of things that we will be spending a lot of our training on."

"Every rescue provides its own challenges and until the crew participate in physical rescues it will be difficult to say what will or won't really challenge them. As long as they learn the basics and we set up certain procedures to do different things, then any challenges that are put in front of them I'm sure they'll be able to sort out."

Graeme has spent 28 years with the NSRI - 27 serving as a volunteer crewman. He has also been a Station Commander for eight years as well as a Training Officer for 15 years. He has done an extensive amount of training back in South Africa and ran a private sea school before joining the NSRI full time.



Graeme Harding

The Boats

Two new RIBs have been provided as part of the Airport Project to ensure a much improved sea rescue capability for both maritime and aviation operations. The boats were carefully chosen to provide fast, efficient coverage for the Island and have been kitted-out with the latest safety, rescue and Communication equipment.

They were officially launched and named by HE Governor and Mrs Capes at a special ceremony held at Rupert's on Friday 17 July

2015. The boats were named 'Ocean Rider' and 'Sea Lion' by school competition winners Trystan Thomas and Venus Williams. Both 'Ocean Rider' and 'Sea Lion' will form part of a professional, all weather inshore rescue capability. The boats will significantly enhance the capability of the current sea rescue operations, allowing for a quicker response to requests for help. They are currently based on Jamestown Wharf until the permanent Sea Rescue Facility (SRF) in Rupert's is completed. The boats will then move into the SRF, taking with them the existing SHG sea rescue boat 'Lima'.



Air Service Provider Contact Point

Comair is preparing to provide air services to St Helena, in close liaison with Basil Read and SHG in planning for operations.

Comair now has a dedicated e-mail address for any queries regarding air services to St Helena, and can be contacted at sainthelena@comair.co.za. For additional information on Comair you can also visit www.comair.co.za or http://www.sainthelenaaccess.com/news/faqs/#Air_Service_Provider

Remote Obstacle Lights



Basil Read Civils Team and Guests

The Remote Obstacle Lights (ROLs) are part of a suite of Navigational Aids (NAVAIDS) used to assist aircraft in landing and departing, and in particular, to identify areas of high ground. Basil Read, in conjunction with sub-contractor Thales, is installing 12 ROLs in the vicinity of the Airport - located at King and Queen Rocks, Bencoolen, Horse Point, Bradley's, Great Stone Top and The Barn.

The ROLs operate red LED lights and are used to guide aircraft away from hazardous points on the Island. They cycle through steady ON for one minute with an OFF cycle of five seconds. These important navigational aids are located in difficult-to-reach places and need to be as self-sufficient as possible - so all 12 ROLs have a solar panel and wind turbine connected to a battery pack to ensure that they are functional both day and night.

The construction of each ROL has five phases, with some taking up to three days to complete.

- Phase 1: Moving base, mast and solar panel supports
- Phase 2: Moving swivel base, holding down bolts and aluminium frames for cabinet and solar panel
- Phase 3: Construction of support and aluminium frames on swivel bases for cabinet and solar panel Installation
- Phase 4: Moving of cabinet, solar panel and battery
- Phase 5: Installation of equipment and testing.

To install the ROLs, equipment is taken to site by foot and fitted by hand (with the help of a generator, a drill and a grinder). No trucks or machines are used, to ensure that no environmental damage occurs to these important and sensitive areas on the Island. The civils team fitted the structures in readiness for the equipment installation, with testing carried out by Thales.

Some ROLs are situated on Post Box Walks, so next time you are at any of these extreme points of the Island and see this interesting contraption, you will know the effort involved in installing them and the importance of them to aircraft departing and arriving at St Helena Airport.

These Remote Obstacle Lights are vital to the safe operation of the Airport and to aircraft arriving and leaving St Helena. They must not be tampered with or vandalised. If you see anyone vandalising or interfering with a ROL, please report them to the Police immediately. Likewise, if a ROL appears to have been damaged, please inform the Airport Manager as soon as possible.



Remote Obstacle Light



Installing a ROL



Team prepares the path to safely transport material