



Editorial

Welcome to the first issue of our Quarterly Safety Newsletter. This issue, being the first of its kind will no doubt be a part of the Airport's history and evidence of the efforts being exerted to make St Helena's first ever Airport a safe place for staff and customers alike.

The information in this newsletter is designed to create awareness of Airport safety issues and to create a culture of trust and responsibility. Safety is everyone's responsibility, regardless of how big or small a person's role is, when it comes to safety nothing is too small or insignificant to disregard. Accidents do happen at even the most prestigious Airports (as you will see from the Occurrences Worldwide article pg. 2) but, we at St Helena Airport aim to keep our facility incident free as far as is reasonably practical. I encourage and support a no blame, 'just culture' approach at St Helena Airport.....because we are all humans!
(More on this on pg. 11)

We have compiled a number of articles and features on various safety-related issues, which we hope you will find of interest and value. I personally trust all safety matters will be addressed in the most efficient and effective way and will strive to ensure St Helena Airport is operating as the first class facility it is designed to be.

Stay safe

Gavin Paré
(Head of Safety)



Occurrences worldwide

Below are a few incidents that have occurred at various Airports around the world during this years' first quarter. An example that regardless how big or small, well established or new a facility is..... accidents do happen.

A Boeing 787-8 Dreamliner, registration ET-AOQ, sustained damage to the no. 1 engine cowling in a ground incident at Harare Airport (HRE), Zimbabwe. Flight ET873 arrived at Harare in February. The continuing flight to Lusaka was cancelled.



London-to-Bratislava flight was forced to land in Germany to expel passengers for their aggressive behavior. A pilot was forced to land his plane in Berlin when members of a British stag party reportedly became aggressive after they were refused more alcohol. The latest disruption comes amid a sharp rise in alcohol-fuelled incidents in the air, prompting some airlines to launch a crackdown on such unruly behavior.



Iberia flight IB3195 was involved in a ground incident when it contacted two de-icing trucks on the ramp at Munich Airport, Germany. De-icing trucks were positioned on both sides of the airplane near both wing tips. Apparently the aircraft began to move, hitting both trucks. The trucks tilted to the side.



Aviation accident statistics throughout the years



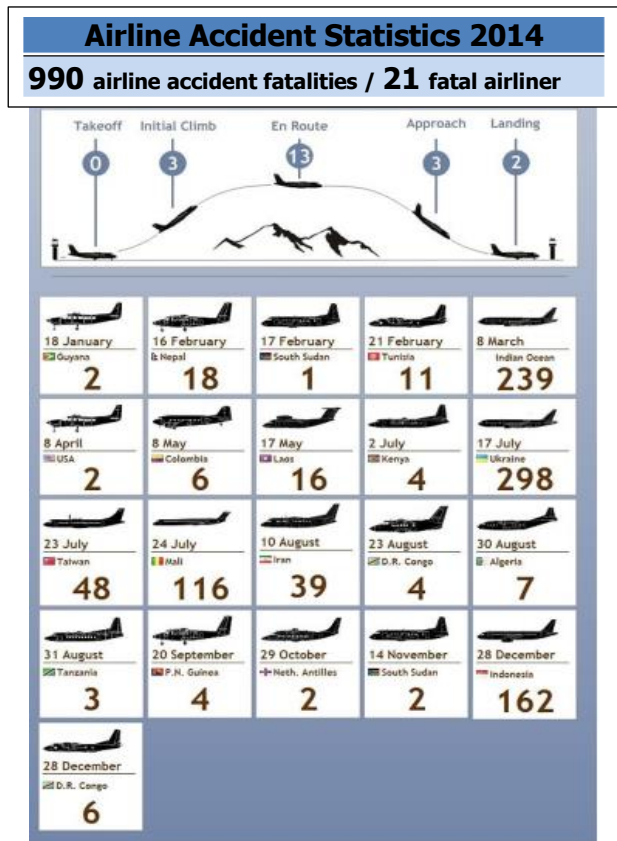
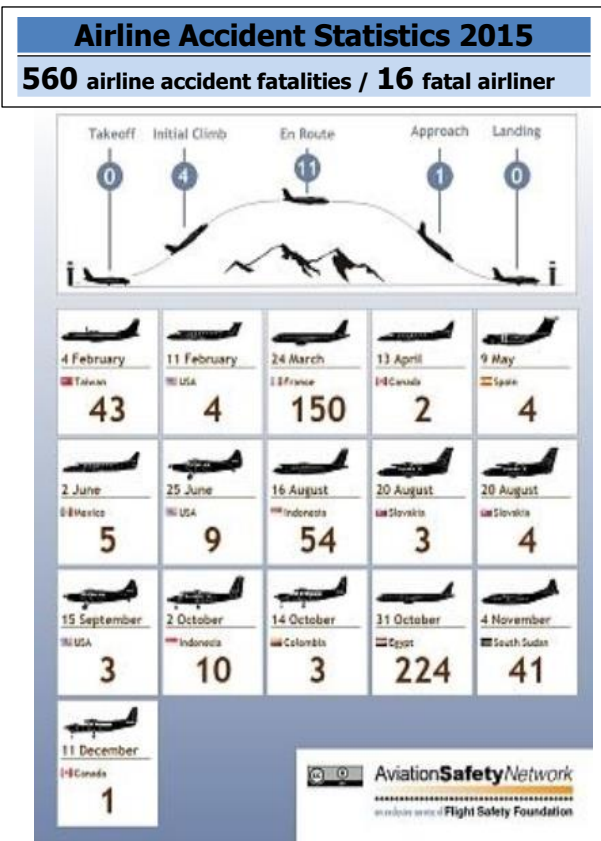
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2015 Accident Statistics

With two high-profile disasters resulting in the deaths of 374 people, one could be forgiven for thinking that 2015 was among the deadliest years in the history of aviation.

2014 Accident Statistics

With a string of disasters involving Malaysia Airlines (two crashes and 537 deaths), AirAsia (162 deaths), Air Algerie (116), TransAsia Airways (48) and Sepahan Airlines (39), one may lead to believe 2014 must be a contender for the worst year. The total for 2014 of 990 deaths was the highest for a decade, but some way off the record. It should also be noted that there were only 21 fatal accidents that year, the lowest on record, until 2015, that is.





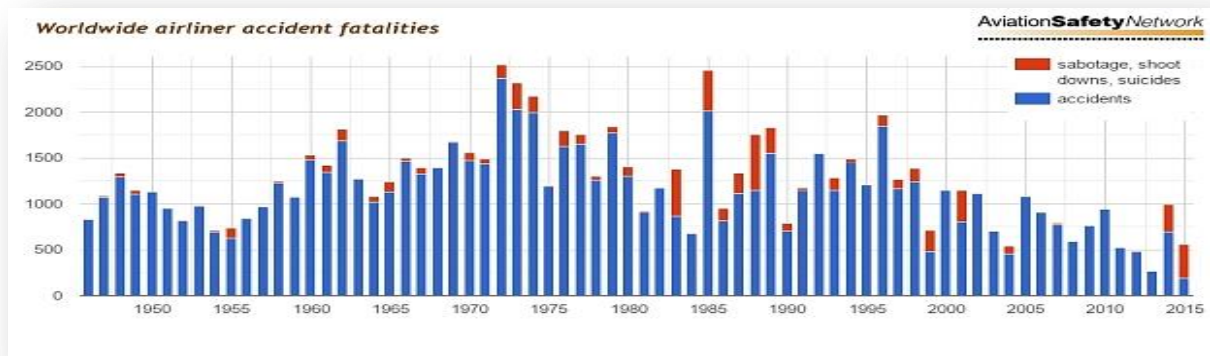
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The 1970's

To find the deadliest year in aviation history, one must go back to 1972. That year saw a remarkable 2,370 deaths and 72 fatal accidents. There were 11 crashes that saw at least 100 perish, including four Aeroflot flights, and others involving Iberia, Sterling Airways, Alitalia, British European Airways, Interflug, Spantax and Eastern Air Lines.

Fearful fliers should be grateful the Seventies are over. The following year, 1973, was the second deadliest year on record, with 69 fatal crashes and 2,028 deaths. The carriers involved in the biggest disasters that year included Royal Jordanian, Libya Arab Airlines, Invicta International Airlines, Varig and Pan Am. And, of course, Aeroflot, which had a staggering 17 crashes that year.

And 1974 was the fourth deadliest year, with 1,989 fatalities from 68 crashes (eight involving Aeroflot). It should be noted that safety standards have improved dramatically at the Russian airline since then - it hasn't been involved in a fatal accident since 1996.



During every year in the Seventies, there were more than 1,000 deaths, making it comfortably the deadliest decade on record (16,766 - more than twice as many as during the 2000s).

The relatively low number of fatalities in 2015 is despite there being more planes in the sky than ever before. According to The World Bank, almost 763m flight tickets were sold to US passengers in 2014 (the most recent year for which it has statistics), up from 678m in 2004, 515m in 1994 and 340m in 1984. In Britain, there were 125m passengers carried in 2014, compared with 26m in 1984.

According to Flightglobal, an aviation industry analyst, there was an accident rate of just one in 5 million flights during 2015, the lowest figure on record.

"If the improvement on air safety since 2010 is maintained for the rest of the current decade, it will equate to some 4,400 fewer passenger and crew fatalities than during 2000-09." "For the first time last year, not a single passenger fatality was recorded on a Western-built jet, excluding those from suspected acts of violence. This was achieved against the background of the global Western jet fleet's transporting 3.7 billion travellers and conducting 32 million flights."

Airside Safety Rules

A large percentage of Airport incidents occur on the ground. It is everyone's responsibility to ensure they are operating safely in accordance with Airport regulations. Being a new facility – the first of its kind on St Helena, we at St Helena Airport will endeavour to operate to the highest possible safety standards from the very beginning.

Below are a few examples of safety measures to be aware of when operating Airside.

Passengers are generally unaware of the dangers around them including appropriate use of mobile phones. It is the responsibility of the airline and/or Airport to take full care of passenger safety and closely supervise them so that aircraft engines, aircraft refuelling procedures and airside activities do not endanger them.



Mobile Phones
MUST NOT BE USED:

- In the Fuelling Zone
- When Driving Airside
- When Operating GSE

GOING AIRSIDE?

You MUST wear one of these



FASTENED UP

Dangers from aircraft on the ground:





Safety Procedure of the Quarter

Every Quarter a safety procedure will be highlighted in the Newsletter.

This quarter's safety procedure is:

Vehicle Reversing

The following rules are binding, and should help prevent accidents when reversing:

- ✓ Never reverse at faster than walking pace
- ✓ Aural warnings that are automatically sounded when reversing are not enough: even if your vehicle is fitted with a device of this kind, you **MUST** get someone to physically stand and guide you.



Get someone to guide you

- ✓ Whenever you need to reverse, always check out the situation behind your vehicle first. Before getting in, take a quick look behind you to make sure the space you intend to use for your manoeuvre is free of obstructions.



Reverse with care

- ✓ With all the activities that are necessary on the apron, the situation can change in an instant. That's why a final "look back" is advisable.
- ✓ Always think ahead when parking your vehicle. Never park in a place that makes an accident more likely to occur.
- ✓ Finally, **always** follow your guides marshalling signals, they are there to assist you.

Airport Fire Service Considerations to Safety

A typical day for the RFFS and Operations staff starts bright and early; we have a busy daily routine and a lot of tasks that need to be done to ensure that all the Fire and Rescue equipment is serviceable. To enable the team to carry out their daily task and function during an emergency the team have extensive experience, but had to undergo additional training to fit the new and challenging working environment. Some of this training was achieved at Lanseria training academy and involved, Aircraft Technical Overview, Aircraft Rescue and Fire Fighting, Communicable Diseases, First Responder, Dangerous Goods Cat. 10, Supervisory Fire Prevention and safety Management, Occupational Health & Safety, Fire Officer 1, Fire Officer 2, just to name a few.

We since have had additional training to fit our role with the job requirement. Lately we have trained individuals in grip testing the runway surfaces and have successfully carried out the first official test.

On arriving back on island the team set about establishing a daily routine creating everything from inspection forms to risk assessments. On receiving the first RFFS vehicle the crew enthusiastically familiarise themselves with the vehicle and equipment, ensuring that safety was a fore thought when using this new equipment.

Setting standards and creating policies to go along with the new working practises and equipment was a challenge, but rewarding. Ensuring these standards was met and policies endured too all these had to be tested to ensure that they fit our new working environment; we completed our first in-house fitness test. The pictures show the team being assessed.



It wasn't long before we realised that to create a quick and effective emergency response we would need the assistance of outside agencies. We tested our first inter agencies response and large scale emergency exercises in October 2015. We carried out a small exercise with SHG fire watching our method of work and scaling up to a full emergency exercise in November. It was our first time joining our practises alongside outside agencies and there was some valuable learning out comes.



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To ensure we have interagency compatibility we training alongside SHG fire and moving in the direction of ensuring our equipment and procedures will work together. The future brings more training with high angle rope training in the later part of this year. Working together will provide a bond and coherences that is essential in all emergencies.

Firefighting is only a portion of the team responsibilities. We also carry out the ground handling of the aircraft and this provides unique hazards. In the short time it takes the plane to land to when the aircraft steps are being pushed into place the team is expected to switch mode of though involving safety and job tasks. To prepare for the change of tasks we have continually carried out training and work evaluations so we can have a fluent and effective working practise without getting complacent. We have a multitasking team and will cover maintenance for equipment, and buildings as well.

The airport has a corporate Safety, Health, Environment and Quality (SHEQ) Policy, which covers all its global activities.

There are two distinct elements of environmental management at the St Helena Airport:

- Management of Wildlife (especially birds) in relation to aircraft safety,
- All other aspects of environment management on and around the airport.

All potential wildlife hazards to an aircraft (mostly bird strike risks) are monitored regularly within the airfield boundary and any landside installations. The information collected includes bird identification, their behaviour, such as feeding, mating and nesting.

All environmental aspects are monitored including, wildlife on the runway, vegetation, collecting bodies of water and wildlife attractants.

We have an obligation to ensure our activities have a reduced impact on the environment and wildlife, but must also discourage wild life from inhabiting the controlled airside including the continuous control and monitoring of pest and predator.

We have been preparing for the first commercial flight, but still need to continuously train, assess and evaluate to provide a as far as reasonably practicable a safe working environment. Safety is an organisational and personal responsibility and we ensure here at St Helena Airport that everyone is familiarised with the hazards working at an airport brings.

Article By:

Marc Fowler
RFFS Manager
St Helena Airport Fire Service



Security Awareness for travellers at St Helena Airport

As the Airport Operator of St Helena Airport we all have a duty of care and responsibility to the owner, St Helena Government, to provide a safe and secure work environment, where all aspects of safety are identified, assessed and measures put in place to ensure that each task is carried out in line with the recommended practices.

The role of the airport security is to protect the airport and it's supporting facilities from unauthorised access, the airport staff, the visiting crew, passengers and the aircraft from the carriage of unauthorised persons and prohibited items. To enable our airport staff to gain this level of competency, they have been trained in specialist areas, to provide this level of service in order for the airport to comply with the Overseas Territories Aviation Requirements (OTAR's). In the Security Section officers have completed over eight courses. This training, is approved by the Airport Regulator, ASSI (Aviation Safety Support International), and it has been delivered by approved instructors. This is our assurance that we have reached the required level of compliance to deliver our objective, to implement and maintain the Airport Security Programme.

Some of our passengers will fly for the first time in their lives and our intent is to make the start of your journey a most pleasant experience through the Air Terminal and so to be of some help in setting this in place we have listed some concerns that have been identified.

Unattended Bags

Passengers will be reminded not leave their belongings unattended. Having to deal with unattended bags can cause delays and could result in the Air Terminal being evacuated.

Prohibited items

The following items are prohibited in the cabin of an aircraft and in the security restricted areas on the Air Terminal:

- Firearms
- Knives and Cutting Tools
- Razor Blades
- Scissors
- House hold cutlery
- Sports Bats and Clubs
- Toy or Replica Guns
- Tools
- Party Poppers
- Billiard, Snooker or Pool Cues
- Darts
- Hypodermic needles (unless required for medical reasons)



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In addition to items not permitted in the aircraft cabin there are also prohibited items that are not permitted for carriage on an aircraft either in hand or hold baggage.

These items include

- Flammable liquids and Solids
- Oxidiser
- Organic Peroxides
- Gas Cylinders
- Wet Cell Car Batteries
- Infectious Substance
- Instruments containing magnets and Mercury
- Fireworks
- Non-safety matches, fire lighters
- Paints, thinners
- Acids, Corrosives and Radioactive Materials

Prohibited Items will not be permitted to be taken on to an aircraft. During screening the items will be confiscated and placed in amnesty bins

Liquid, Aerosols and Gels (LAG's)

Some liquids can now be carried through security. However there is a restriction on the amount of Liquids, Aerosols and Gels (LAG's) that can be placed in the cabin bag but larger amounts may be checked in to hold bags. The LAG's content of each container should be no more than 100ml each and the combined content that should fit into a zip-lock bag 20cm x 20cm and amount to no more than 1 Litre. This should be presented to officers when being processed through security.

Article By:

Gerald Yon
Security Supervisor
St Helena Airport



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”Just Culture”

The UK and its Overseas Territories have an impressive safety record of which the industry is rightly proud, but we can always strive to do better. While regulators have an important safety oversight role, individuals ultimately have prime responsibility for managing their safety risk.

“GHOST”(Ground Handling Operations Safety Team) a joint CAA/industry task force was created to study and target high risks in commercial aviation, one of them being Ground Handling and the low incident reporting by airside workers – in particular ground damage. Open reporting will ultimately help all parties involved in the aircraft turnaround process understand where the risks are within the airside environment.

To encourage ground service providers to report safety events “GHOST” have collectively developed a `just culture` statement “A just culture is one that is fair and encourages open reporting of accidents and incidents. However, deliberate harm and wilful damaging behaviour is not tolerated. Everyone is supported in the reporting of accidents and incidents”

The good news is that since 2013 the MOR (Mandatory Occurrence Reporting) data has shown signs of improvement in reporting cultures within ground handling.

Annie Gilbert
Safety Campaigns Manager
UK Civil Aviation Authority

St Helena Airport will support the `just culture` message through initiatives to encourage open reporting of airside incidents. Campaigns over the coming year are to include:

- `just culture` logo visible on airside safety related publications
- Airside Safety Newsletters and Posters
- FOD (Foreign Object Damage) Walks of the Airport



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Occurrence Reporting

Unsafe situations and “near-misses “should never be left unaddressed. We encourage everyone at St Helena Airport to communicate any ideas or observations they may have regarding the safety of Flight/Ground Operations to the Head of Safety. You can do so in any of a variety of ways:

The Safety Suggestion Box

The Safety Suggestion Box is a simple and convenient way for you to report a safety-related issue before or after your work. These Safety Boxes have been provided at the airport facility. You can also submit such a report anonymously if you wish.

Confidential Reporting

Confidential reporting systems aim to protect the identity of the reporting person. Confidential report forms are available to all employees. These are located next to drop boxes at several points in the Combined Building.

Mandatory Reporting

The following occurrences are required to be reported to ASSI in accordance with OTAR Part 13.

- Flight operational occurrences
- Bird strikes
- Dangerous Goods occurrences
- ATC(Air Traffic Control) / Engineering occurrences

A confidential online reporting tool is also available via the ASSI website:

<http://www.airsafety.aero/Safety-Information-and-Reporting/Mandatory-Occurrence-Reporting.aspx>

Thank you in advance for playing your own active part in keeping our airport safe.

Gavin Paré
(Head of Safety)

SAFETY BULLETIN

FOD (Foreign Object Debris)



**Remove any FOD you see
Do not generate FOD
Do not ignore FOD**

FOD
Is the responsibility of
ALL
Personnel working airside

SEE IT.....BIN IT!!

Produced by the Head of Safety

Safety contacts: Aerodrome Manager – Telephone: +290 25175

Accountable Manager – Telephone: +290 22254

Head of Safety – Telephone: +290 25137

Mandatory Occurrence Reporting: On-line to ASSI –

<http://www.airsafety.aero/Safety-Information-and-Reporting/Mandatory-Occurrence-Reporting.aspx>