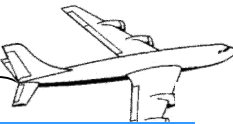


As works progress on the airport site, continuous design improvements are being made to ensure that St Helena receives the best possible value for money. The most exciting recent development has been the formal agreement in October for the design changes that will potentially accommodate Code D aircraft - these being larger than the Code C Aircraft which the Airport design originally catered for.

As noted in our June edition (No. 31), these design changes include a 7.5 m strip each side of the runway to meet the regulatory requirements for runway shoulders.

This achievement has been accomplished by utilising cost savings from other design changes to provide a wider taxiway, a larger apron area and an increase in the fire fighting capacity. If we are able to satisfy the regulator, this should make it possible for a Boeing 757-200 to utilise the new airport on St Helena. However, if travelling to Europe, this type of aircraft would still need to make a technical stop en-route to replenish its fuel supply.

These enhancements will also make it possible for the Lockheed C100 to operate to and from St Helena, though the runway is unlikely to be able to accommodate larger Code D aircraft. The airport will, of course, still be able to cater for the Boeing B737-700 and Airbus A319 aircraft and may be able to support limited operations by Boeing B737-800 and Airbus A320 aircraft.



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29 November 2013  
Air Access Office, Airport Directorate, SHG

# St Helena Airport

## Basil Read Open Days Mark Dry Gut 50% Fill



Dry Gut Display 16 November 2013 More photos inside

## Rupert's Wharf Public Consultation

Public Consultation for the amendment to development permission for Airport Project works in Rupert's closed on 15 November 2013.

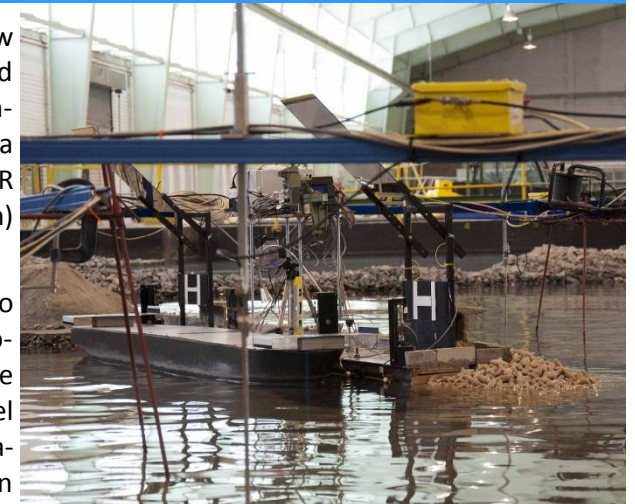
The Access Office would like to extend thanks to all those who attended these meetings, gave feedback and made comments on the proposal. The proposal for the Rupert's Wharf Development will be taken to the Land Development and Control Authority on 4 December 2013 and then to Executive Council for consideration on 17 December 2013.

## Wave Testing

Captain Rodney Young and Captain Andrew Greentree of the RMS St Helena, accompanied by Steve Corkhill, Managing Director of Andrew Weir, and Nigel Kirby, DFID St Helena Airport Project Manager, recently visited CSIR (Council for Scientific and Industrial Research) in Stellenbosch, South Africa.

Captains Young and Greentree were there to see the 3D physical model testing of the proposed Permanent Wharf in Rupert's Bay. The primary purpose of the 3D physical model testing is to check the stability of the breakwater structure whilst also checking the motion of a vessel moored alongside. The tests are concerned with wave action which primarily affects the stability of the structure.

Captains Young and Greentree were able to witness the testing about which Captain Young reported: "The 3D model of Rupert's Wharf was very good and I was very impressed with the research that has been carried out in building the model. I am looking forward to attending the vessel manoeuvrability testing with Captain Greentree at the end of January." He added: "The project for cargo access to the Island is also progressing in the right direction and providing other parts of the jigsaw fall into place the Island has a positive future."



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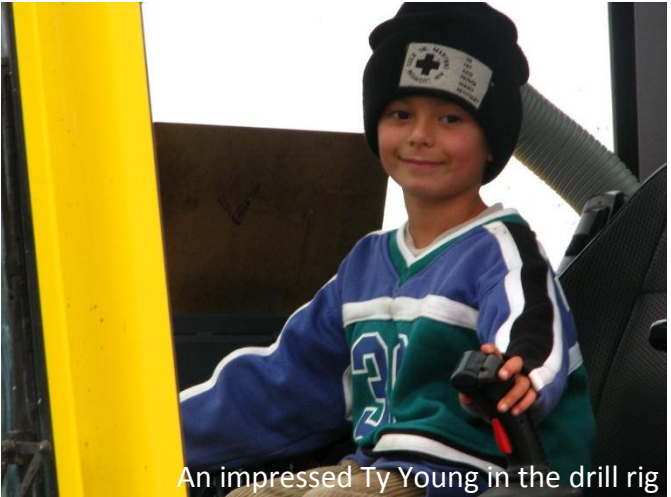
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The Dry Gut fill has officially reached the halfway mark. To mark this tremendous achievement Basil Read hosted two Open Days at the airport site on Saturday 16 and Saturday 23 November to allow members of the public to view progress made on the site to date.

Members of the public with 4x4 vehicles were able to take their vehicles on site and drive into Dry Gut, other members of the public without 4x4 vehicles met at Bradley's Garage before being taken for a tour of the site. Various talks were given by Basil Read staff on progress made on the Combined and Terminal Buildings as well as the Dry Gut fill. It is estimated that near to 500 members of the public took advantage of the opportunity over the two days.

Comments received on the days included "You must appreciate the work that is taking place out here", "I can't believe the amount of progress that has been made" and "This is my third visit to the site and on every occasion I have been impressed with what I've seen".

The fill in Dry Gut is scheduled to be completed by September 2014.

