



Airport Progress Update

Terminal Building



Construction progress on St Helena Airport stands at 68.8% complete, as of March 2015. The Basil Read team's focus now is on ensuring readiness for the calibration flights scheduled for July 2015. Construction teams are working hard on various areas of the project and have reported the following progress:

Combined and Terminal Buildings

The Combined Building is now 80% complete. Final fixtures and finishings are in progress, including the application of epoxy flooring, tiling and electrical and plumbing final fixtures. Sub-Contractor IDTECH is in the process of installing the security and fire systems and Thales is installing Navigational Control equipment.

The Terminal Building is 54% complete with current focus on the installation of the roof structure and plastering. Glazing and installation of the aluminium doors and windows will soon commence.

The boundary walls on the Generator Compound are 70% complete, the concrete structure of the Access Control Building has been completed and Basil Read is currently installing the ring beams of the Storage Compound.

Combined Building



Generator Compound with Combined Building in background



Access Control Building



Runway

A total of 12,565 m³ (49%) of the concrete runway has been completed. The estimated completion date is June 2015. The southern-end of the runway, which extends over the Dry Gut fill, has been stabilised in preparation for paving. Levelling and shaping continues on the areas adjacent to the runway.

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St Helena Airport

Issue No. 58
26 March 2015
Public Relations Office, SHG

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Rupert's Wharf

Work continues apace at the Permanent Wharf in Rupert's which is now 57% complete. The quay wall is being constructed on the inside face of the Wharf using precast hollow concrete blocks placed in stacks. These blocks are filled with rock and protected on the outside by a breakwater comprising core and under-layer rock over which are placed precast concrete CORE-LOC® units. Each CORE-LOC® unit weighs around 7.2 tonnes and hollow blocks approximately 30 tonnes. 388 hollow blocks are needed for the construction and of these over 340 have been produced. 1523 CORE-LOC® units have so far been manufactured.

On the breakwater, placing core material and under-layer rock is progressing, as well as positioning CORE-LOC® units. Completed stacks need to be protected as soon as possible to account for any adverse sea conditions.

Rupert's Wharf - Hollow blocks being lifted into the water (18 March 2015)



Simon Walker Visits

Simon Walker is currently on St Helena in connection with the Certification and Operational Readiness of the Airport. Preparations are underway for the July visit of a small team from the Airport's regulator, Air Safety Support International (ASSI), and a flight calibration aircraft. These visits will be used to calibrate and approve the communications and navigation systems and to validate the instrument flight procedures that have been designed for St Helena.

In early November, a more comprehensive team from ASSI will arrive to carry out safety and security audits of the Airport as part of the granting of an Aerodrome Certificate. This Certificate is required before flights can operate to and from St Helena.

Once the November audits are complete, further trials of processes and systems will be undertaken to ensure that the Airport is ready for scheduled operations in early 2016.

Simon is working with various SHG Directorates in order to plan the tasks associated with the Certification and Operational Readiness programme. This will be accomplished, in part, through the creation of focused working groups, each with specific tasks to be carried out. These working groups include a trials planning group, a group specifically addressing the July visit, and a group looking at the training requirements for all personnel who will work at the Airport.

Simon commented:

"This is an exciting time for the project, as construction ends and the certification requirements take a higher priority. Meeting the requirements of the regulator, the air services provider and future passengers represent a challenging set of tasks, and I look forward to working with everyone involved to achieve a successful outcome."

Simon Walker



VHF Telecommunications Equipment

On Tuesday 10 March 2015, Executive Council advised that development permission be granted to allow the construction of a new building to house VHF (Very High Frequency) telecommunications equipment at the Depot, Blue Hill.

This infrastructure will enable VHF coverage of the western side of the Island, necessary for the operation of the new Airport. The small building to house the equipment will be located adjacent to existing telecommunication equipment and Basil Read are working in partnership with SURE South Atlantic Ltd, who will host some of the infrastructure on their existing mast.

The Depot in Blue Hill is located in a National Conservation Area and an ecological survey has been carried out to ensure that mitigation measures are in place to reduce the habitat and landscape impact of this minor construction activity. The recommended planning conditions, as advised by the St Helena Government Planning Office, will be adhered to during construction.

Stakeholder Engagement Forum

An Airport Project Stakeholder Engagement Forum was held at the Museum of St Helena on Tuesday 3 March 2015, attended by around 35 people.

The Halcrow Project Management Unit (PMU) provided a presentation on the construction progress of the Airport, with a focus on environmental management. This presentation covered the Airport Project's four major elements - the Permanent Wharf, new Bulk Fuel Installation (with nearly 8 million litres capacity), the 14km Airport Access Road and the Airport itself. Each of these were addressed in turn.

Andreas Huber of the PMU also presented an item on 'Things We Found', where he provided a summary of some of the archaeological items encountered during the construction works to date.

There were several questions from the audience, including on cargo flights/capacities (the scheduled weekly flight to St Helena will have capacity to carry some cargo), Access Road guardrails (where road safety will be the main consideration for the design of road edge protection), security fencing (the Airport will have a security fence compliant with relevant airport regulations), dark Skies' provisions (these are included in the design parameters for the Airport lighting), and Post Box Walks' access (where alternative routes for Post Box Walks will be provided once Airport construction is completed).