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Public Relations Office, SHG

St Helena Airport

Successful Visit

Basil Read Airport Project Director, Jimmy Johnston, and DFID Airport Project Manager, Nigel Kirby, visited the Island between 19 & 27 April 2015. Together with the local team, they assessed progress to date and engaged in planning works over the coming months. Jimmy commented:

"I am pleased with the progress made and how far the project has come since my last visit."



Site Visit to Airport Buildings

L to R: Tracey Williams, Andreas Huber, Jimmy Johnston, Deon de Jager, Clare Harris & Nigel Kirby

Appointment of Aerodrome Manager

Basil Read is pleased to advise that Nigel Spackman will take up the post as Aerodrome Manager from 1 May 2015. The Aerodrome Manager will have overall responsibility for the operation of the St Helena Airport. Nigel brings a wealth of experience to this role, having worked in the aviation industry for a number of years with a focus on airport security. Nigel's most recent posting has been at Doha Airport. Nigel will work remotely during his induction period but will travel to the Island at the end of May 2015.

Appointment of Fuels Manager

Penspen Ltd is pleased to announce the appointment of Andy Simpson as Fuels Manager under the Fuel Management Contract. Andy will reside on-Island for the 10 year duration of the Fuel Management Contract and will be the direct link between UK-based support staff and the stakeholders on-Island.

Andy is an experienced aviation and grounds fuels manager with experience gained from a career in the UK Armed Forces deployed in many locations worldwide and then working on commercial fuel operations in Afghanistan and Dubai.

Andy says:

"I am very pleased to be involved in this exciting project and am looking forward to working with SHG and the Saints."

Andy is now based on-Island and was accompanied initially by Penspen Operations Director, Phil Bloomfield, who visited between 19 & 27 April. During initial familiarisation, Andy and Phil reviewed progress on the project and held various meetings on-Island to assist mobilisation and future planning, including arranging for Saints to visit the UK to receive aviation fuel training and visit live refuelling operations.



Fuels Manager, Andy Simpson

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Overview of Progress



Rupert's Wharf
20 April 2015



First Customer at Rupert's Wharf
April 2015

Above left: Foundation work from stacks 32-34 (out of 42) are ongoing. Temporary protection was put in place at Rupert's Wharf to mitigate rough sea conditions.



DVOR at Bradleys
20 April 2015

Above Right: The MFV Extractor was granted an exemption to use Basil Read's crane at Rupert's Wharf as a one-off when Jamestown Wharf was particularly busy. The operation went smoothly.

Left: The DVOR near Bradley's Camp is nearing completion. The structure and cabling is in place and the DVOR is due to be commissioned shortly.

Below: Work is continuing at the Permanent BFI in Rupert's. Work has been focussing on concrete works on the walkways around the bund walls, on the firewall, and on piping (see the insert photo).



Permanent BFI, Rupert's Valley
20 April 2015

Runway, Taxiway and Apron Works



Aerial view over the Dry Gut fill, Taxiway and Apron © Deon De Jager

The main focus of current works at the Airport site is on the Runway, Taxiway and Apron areas. Progress continues, and at end-April 2015 the Runway is nearly 70% complete with a total of 17,492m³ of concrete already paved and 8,413m³ still to be cast. The Taxiway is almost complete with the exception of joint cutting and sealing and the Apron is 91% complete with 370m³ of concrete still to be cast.

Kevin Pickard Projects has been sub-contracted by Basil Read to perform grooving and joint sealing of the concrete pavement works at St Helena Airport.

Grooving of the runway (excluding the two outer lanes, turning pads, Apron and Taxiway) is carried out using a GT1250 Grooving machine with 43 4mm Arix diamond blades. The purpose of the grooving is to prevent aquaplaning which can be caused by water accumulation on the runway. The grooves enable the water to evenly drain off the runway. The grooves are in a pattern of 23mm and 28mm and are cut to a depth of 4mm. This grooving pattern prevents resonance when the aircraft lands on the runway. Joint sealing is done on all concrete longitudinal and transverse joints which are cut to a width of 6mm. The joints are then cleaned using high pressure water jetting and grit. Backing Core is installed at a depth of 17mm and then joint sealant (Silicone 890 Dow Corning self-levelling sealant) is gunned into the joint. The purpose is to prevent water penetrating the sub-structure.

The total length of grooving on the Airport runway will be approximately 3,018 km (over 3 million metres) and the joint cutting/sealing on the Runway, Apron and Taxiway will be 77km.

Various lighting is required on the Runway, Taxiway and Apron which include Approach, End, Threshold, Edge, Flasher and Parking lights. The majority of cabling has been installed for the various lights and for the navigational equipment. Installation of the actual lights will commence shortly.



Beginning of the Runway © Deon De Jager



GT 1250 Grooving Machine © Basil Read

Calibration Flights

Basil Read is rescheduling the date of the Calibration Flights for navigational aids, which will now occur in or around September 2015. The revised date will comfortably meet the schedules of all involved organisations and has no effect on the Certification process in November 2015, nor on the Contract Completion date of February 2016.

This was one of the decisions taken during the recent visit by Jimmy Johnston where he worked with the team on-Island to assess progress and to plan upcoming works. SHG Airport Project Director, Janet Lawrence, said:

"All parties in the Airport Project fully support the decision taken. Moving the Calibration Flights further back in the programme gives us greater flexibility in planning the visits of all the stakeholders needed on-Island at this time, not least ASSI, (Air Safety Support International - the regulator) and gives us a greater margin in timing so that we reduce the risk of weather delays. By the same token, whilst this has moved back in the programme, other activities, particularly planning for the ASSI Certification audits in November, have been brought forward. As noted by Basil Read, the rescheduling therefore has no impact on the overall contract completion date in February 2016."

Plant Rehabilitation in Dry Gut

Planting in Upper Dry Gut



Planting progress



During the filling of Dry Gut, temporary reservoirs were housed in the upper Gut area to supply water for the construction works. Since the completion of the Dry Gut fill in August 2014 these reservoirs have been decommissioned and the area is being rehabilitated as part of the Landscape and Ecology Mitigation Programme (LEMP) under the Airport Project.

This area is prone to significant seasonal water flows and soil stabilisation is very important. As a result of this, two phases of planting have been designed. The first phase will see over four thousand native Samphire plants and a small amount of annual beard grass being planted to help bind the most vulnerable areas of soil and protect it from erosion. These works have been started by Basil Read and approximately half of the plants are already in the ground. This is an important step in the progress of the LEMP and is the first of many more planned. The second phase of planting for this site will consist of a mixture of native and endemic species to add ecological value to the area and to encourage the establishment and survival of the Island's endemic plants and associated wildlife such as endemic invertebrates.

Stakeholder Engagement Forum

A Stakeholder Engagement Forum took place on Thursday, 16 April 2015, at the Canister, Jamestown, with a focus on the Annual Environment Report 2013-14.

Attendees were introduced to the Airport Environment Team; Annina van Neel (Basil Read Environmental Officer), Lauren Evans (Deputy Airport Project Director, Environment and Operations), Isabel Peters (St Helena Government's Manager, Environmental Assessment & Advocacy), Ross Towers (LEMP Project Manager) and Robert Kleinjan (Halcrow's Environmental Monitor).

Robert gave a presentation focusing on the Key Performance Indicators (KPIs) within the AER, including achievements and disappointments, highlighting the Airport Project's legal compliance, environmental performance, environmental structures and systems.

Key areas of interest from the audience were the rehabilitation works carried out by the Land Ecological and Mitigation Programme in relation to the Haul Road, Anti-Social Behaviour, Public Health, the practicality of driving on the Haul Road and the increase in complaints received. Robert explained that due to Basil Read having appointed a 'proactive' full time Community Liaison Officer, the increase in complaints was a result of them now being formally recorded.

The Stakeholder Engagement Forum aids in communication between the Project team and community - it provides an opportunity to exchange information, gather views and build relationships.



L to R: Isabel, Annina, Ross, Robert and Lauren