



Calibration Flights Approved

Senior Aerodrome Inspector, Justin Rothwell, from Air Safety Support International (ASSI), approved conditional use of the St Helena runway on Friday 4 September 2015, following an assessment and verification of the Airport infrastructure and safety procedures. This means that Basil Read can now proceed with preparation planning for the Calibration Flights scheduled to take place next week. These historic flights will be undertaken by Flight Calibration Services Limited (FCSL) who will travel to St Helena on a Beechcraft King Air 200 aircraft which has been leased from TAB Charters, in South Africa.

Leading up to the planned calibration flights a lot of work is going on behind the scenes and with different agencies. This week we take a further look at some of the key parties and their roles in preparing for the first aircraft to land on St Helena.

My Role in Calibration Flights - Part 2



BASIL READ®

Basil Read On-Island Director, Deon de Jager:
"As the Island Director my primary responsibility is to ensure the readiness of the Airport for the calibration flights. This includes the

completion of the physical construction works as per ASSI's requirements and specifications.

"Last week was a hectic 24/7 week answering questions and providing information for the ASSI audit."

Deon de Jager



Basil Read Airport Manager, Nigel Spackman:
"I'm responsible for the overall planning and coordination of the calibration flights. This includes liaising with the Police Service to ensure that vantage points and access is available to the public.

"Coordinating and assisting the ASSI Regulator's inspection for temporary use of the runway went well and I must now ensure that all systems and procedures are properly implemented and that the flights operate as safely and smoothly as possible. This includes systems such as Air Traffic Control, Ground Movement and Fire Response etc."



Nigel Spackman

Basil Read Rescue and Fire Fighting Service Manager, Marc Fowler:

"My role during the calibration flights will be to manage the Rescue & Fire Fighting team who will be expected to maintain high standards during the calibration flights. Our job is to provide fire fighting and rescue services in the event of an emergency and ensure a safe working environment."



Marc Fowler

AIRPORT PROJECT INFORMATION LINE - Tel: 24026

Contact Details

St Helena Government
Air Access Office
Tel: +290 22494

Halcrow
Project Management Unit
Tel: +290 24258

Basil Read
Contractor
Tel: +290 24026

Email: tessa.roberts@sainthelena.gov.sh

Email: Andreas.Huber@ch2m.com

Email: pr@brshap.co.za

Visit us online at www.sainthelenaaccess.com and on Facebook
<https://www.facebook.com/pages/St-Helena-Government/292300047580382>

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Update on Rupert's Wharf

Work continues apace on the Permanent Wharf at Rupert's. At end-August 2015 the Pre-cast Yard had produced 1504 Core-Loc® units, all hollow blocks (384 units) and cut-off panels (4 units) and all Crown Wall Blocks (62 units) - to be used for construction of the breakwater. 35 out of 37 cope panels have now been cast and all hollow blocks and cut off panels placed at the Wharf.

Placing of the Core-Locs® on the breakwater is also progressing well, along with the placing of under layer and core rock. Execution of the Crown Wall has commenced with the placing of precast Crown Wall panels.

The construction of the Sea Rescue Facility is also moving ahead with the concrete structure already complete. Work on the brick walls are ongoing as well as backfilling works for the surface bed slab.

Permanent Wharf (3 Sep 2015) © Halcrow



Sea Rescue Facility, Concrete Structure (26 Aug 2015) © Halcrow



Placing precast Crown Wall panels (26 Aug 2015) © Halcrow

Successful RFFS Training In Johannesburg

In June 2015 a newly recruited Rescue and Fire Fighting Service team (RFFS) travelled to Johannesburg to embark on extensive refresher training at Lanseria Airport. The training programme took around two months, covering a wide range of areas, including Airside/AVOP, Rescue & Fire Fighting, Aircraft Rescue, Dangerous Goods Handling, Marshalling, Dealing with Communicable Diseases, Health & Safety, Bird and Wildlife, Disaster Control, First Responder and Aircraft Equipment Operations.

The team arrived back on Island on 29 August 2015 in good time for the calibration flights scheduled to take place next week. RFFS Manager, Marc Fowler reported: *"Our training was a complete success. The course was intense and comprehensive and everyone passed with exceptional scores on every subject. We were visited by an ASSI Inspector who had nothing but good comments during our Aircraft fire fighting module."*



St Helena Airport Fire Fighters with Airport Manager Nigel Spackman

The RFFS Team comprises Manager Marc Fowler, Crew Leaders Ryan Moyce and Mario George and crew members Dennis Stroud, Deon Leo, Trevor Magellan, Robert George, Onray Williams and Phillip Newman.

Environmental Training for RFFS Crew

During the recent RFFS training in Johannesburg, the RFFS team also took part in various training sessions on the Environmental Management System (EMS) for St Helena Airport - on 1 & 2 August 2015 at the Lanseria Training Centre in Johannesburg.

All St Helena Airport Fire Fighters attended the first session to gain an understanding of the need for and requirements of the EMS, with the three designated Environmental Officers - Dennis Stroud, Ryan Moyce and Mario George (along with Airport Manager, Nigel Spackman) - attending both training days.

Training on the Wildlife Hazard Management Plan took place on 3 August, attended by the three Environmental Officers, future Air Traffic Controller and members of the Lanseria environmental team.



Photo L to R: Dennis Stroud (Environmental Officer), Ryan Moyce, Mario George (Assistant Environmental Officers) and Kenny Wasmuth (Lanseria Trainer, Birdstrike Risks).

Quarterly Stakeholder Engagement Forum

An Airport Stakeholder Engagement Forum (SEF) was held at the Museum of St Helena on Wednesday 2 September 2015. Twelve people turned up on the evening to learn about progress on the Airport Project and to hear various presentations from Basil Read, the Project Management Unit and the SHG Access Office.

PMU Resident Engineer, Andreas Huber, delivered a presentation on the current progress of the Airport Project. Audience members were able to view past and current photos of the Airport site and Rupert's Wharf. Andreas outlined the current progress on various components such as the NavAids, fire training rig, Airport buildings, and runway markings.

He then went on to discuss planned next steps and reported that by December 2015 the Sea Rescue Facility in Rupert's and the Terminal Building at the Airport site will be fully complete.

The St Helena Airport is scheduled to be open in late February 2016 for commercial flights and all work is now focused on components that are essential for Airport operations.

Basil Read Environmental Officer, Annina van Neel, delivered a presentation on how hazardous waste is managed at the Airport site. The staff at Basil Read do their best to keep hazardous waste at a minimum but given the nature of the construction work being undertaken it is unavoidable that some hazardous waste is generated (e.g. paint tins, oily rags, oil containers, etc). Annina said that Basil Read do not have any very significant categories of hazardous waste but they are mindful that a project of this scale does generate relatively large quantities of waste. Basil Read currently collects and stores all items that can be classed as hazardous and will shortly start to dispose of these items. The new incinerator will be online shortly and Basil Read has also constructed hazardous waste cells at the Horse Point landfill site. In this way, the Airport Project has assisted in creating a long-term solution for disposing of hazardous waste on St Helena.

Basil Read Airport Manager, Nigel Spackman, gave a brief introduction to his role. Nigel has had an extensive and fascinating career in the aviation industry, spanning a number of continents and in a variety of roles - including various aspects of airport operations and management, from ground handling to airline management to aviation security. SHG Project Manager (Certification and Operations), James Kellett, then gave an update on the calibration flights - what they are, what needs to be done before hand, what the calibration flights will do and what will happen once they are completed.

Isabel Peters, from the SHG Environmental Management Division, presented a paper that she prepared for a recent conference in Gibraltar. The paper examines key environmental lessons learnt during the Airport Project, for example, the importance of the time and effort invested in preparing the Environmental Statement for the Airport Project and how important it was to then have the teams in place to translate this into operations.

Isabel said that the response at the conference had been very positive and it was recognised that every effort possible had been made to consider environmental aspects in the design and construction of St Helena Airport.

Andreas then led a discussion about the safety of the Airport Access Road. He said that members of the public had asked 'is the Access Road safe?' The forum concluded that the Access Road was as safe as it could be during the construction phase. The road has been designed to comply with all relevant road safety standards so when it is commissioned and becomes a public highway, we are confident that the road itself will be safe.

There was a suggestion from the audience that a road safety campaign be carried out before the Access Road is commissioned, and this will be followed up.

Questions Asked and Answers Provided at the SEF

Q. Will there be night flights in the future for medevac purposes?

A. Currently flights will only take place during daylight hours. Further permission needs to be granted from the regulator, Air Safety Support International (ASSI), before a night flight could take place.

Q. What is the range for the restriction of balloons, drones and other flying equipment on flight days?

A. Anything east of Diana's Peak would fall into the Control Zone of 6 nautical miles and up to 4000ft above ground level. Controlled airspace will operate at all times so if you want to fly balloons, kites or drones etc on non-flight days, just make a quick phone call to Air Traffic Control to ensure it is safe to do so. Further information will follow in due course.

Q. Is Field Road also being resurfaced as part of the Airport Project?

A. Over the course of the Airport Project, Basil Read and the SHG Roads Section have worked together to carry out maintenance of Field Road to ensure that the road is safe and passable. SHG is planning a roads project that will look at Field Road and Side Path, but this can only take place once the Airport Access Road is complete - so that Field Road can be shut without isolating residents in Rupert's Valley.

Q. Will the red remote obstacle lights be left on at night on Great Stone Stop even though there are no night flights?

A. The lights are currently being left on to test different scenarios. It is possible to turn off the ROLs and our current thinking is that this would be the case. However, a final decision will only be taken when the test period is complete.

Q. What is the biggest aircraft the runway can handle?

A. B737-800, A320 and B757-200 (with weight restrictions) and the A319.

Q. If a plane was in distress, is the St Helena Airport runway currently suitable for emergency landings?

A. St Helena Airport will be happy to assist any aircraft in distress, but a plane would have to be in serious trouble to divert to St Helena's relatively small runway when there are other airports with longer runways available.

Q. Will the route for the Calibration Flights be different to the route for commercial flights?

A. Yes commercial flights will come from OR Tambo Airport in Johannesburg and will be nonstop.