

PART 3 – AERODROMES (AD)

AD 0.1	PREFACE – Not Applicable
AD 0.2	RECORD OF AIP AMENDMENTS – Not Applicable
AD 0.3	RECORD OF AIP SUPPLEMENTS – Not Applicable
AD 0.4	CHECKLIST OF AIP PAGES – Not Applicable
AD 0.5	LIST OF HAND AMENDMENTS TO THE AIP – Not Applicable

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AD 1 – AERODROME INTRODUCTION

AD 1.1 – AERODROME AVAILABILITY

1. St Helena Airport is available to aircraft operators as specified in Section GEN 1.2.
2. Airport services are based upon the following documents:
 - a) Annexes to the Convention on International Civil Aviation.
 - b) Rules of the Air and Air Traffic Services Doc 4444-RAC/501/12.
 - c) Airport Services Manual Doc 9137-AN/898.
 - d) Airport Planning Manual Doc 9184-AN/902.
 - e) Manual of Surface Movement and Guidance Control Systems Doc 9476-AN/927.
3. The requirements for aerodrome certification and Air Traffic Services (ATS) are laid down in the Air Navigation (Overseas Territories) Order (AN(OT)O) principally within Parts 16-19 (Articles 138-165).

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AD 1.2 – RESCUE AND FIRE FIGHTING SERVICES

1. RESCUE AND FIRE FIGHTING SERVICES

- 1.1. Rescue and fire fighting services are provided in accordance with ICAO Airport Services Manual Doc 9137-AN/898 Part 1 and OTAR 140.
- 1.2. See Paragraph AD 2.6 for information specific to St Helena Airport.

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AD 1.3 – INDEX TO AERODROME

Type of Traffic Permitted to Use the Aerodrome				
Aerodrome Name / Location / Identifier	International - National (INTL - NTL)	IFR, SVFR and VFR	S = Scheduled NS = Non-Scheduled P = Private	Reference to AD Section and Remarks
St Helena Airport St Helena FHSB	INTL, NTL	IFR + SVFR + VFR	S + NS + P	AD 2.1

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AD 1.4 – GROUPING OF AERODROMES

1. St Helena Airport is the only aerodrome in St Helena.

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AD 2 – AERODROMES

FHSH AD 2.1 – AERODROME LOCATION INDICATOR AND NAME

FHSH – St Helena Airport

FHSH AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point (ARP) Coordinates	155732.55 S 0053845.37 W
2	Direction and distance from city	4NM SE of Jamestown
3	Elevation / Reference Temperature	1017 FT / 30.2°C
4	Geoid Undulation at Aerodrome Elevation Position	Nil Info Available
5	Magnetic Variation /Annual Change	17.2°W (2015) / TBC
6	Aerodrome Administration and Contact Information	Head of Operations (Accountable Manager), St Helena Airport Prosperous Bay Plain St Helena South Atlantic Ocean STHL 1ZZ Tel: +290 25175 e-mail: hoo@airportsthelena.com
7	Type of Traffic Permitted	IFR, SVFR and VFR
8	Remarks	Nil

FHSH AD 2.3 – OPERATIONAL HOURS

1	Aerodrome Administration	0800 – 1830; Tuesday – Friday 0800 – 1800; Saturday
2	Customs and Immigration	On request (Available for Scheduled Operations)
3	Health	Available for International Movements
4	AIS Briefing Office	0800 – 1830; Tuesday – Friday 0800 – 1800; Saturday
5	ATS Reporting Office (ARO)	Nil – Function performed by ATS
6	Meteorological Briefing Office	Available at Combined Building Friday 1200 -1700 and Saturday 0400 -1500
7	Air Traffic Services	0800 – 1830; Tuesday – Friday 0800 – 1800; Saturday
8	Fuelling	0800 – 1830; Tuesday – Friday 0800 – 1800; Saturday
9	Handling	0800 – 1830; Tuesday – Friday 0800 – 1800; Saturday
10	Security	H24
11	De-icing	Nil
12	Remarks	Airport is closed on Sunday and Monday. Prior permission required from Aerodrome Administration for AD-HOC requests.

FHSH AD 2.4 – HANDLING SERVICES AND FACILITIES

1	Cargo-Handling Facilities	0800 – 1830; Tuesday – Friday 0800 – 1800; Saturday (Out of Gauge items to be arranged with Aerodrome Administration)
2	Fuel/Oil Types	Jet A-1; AVGAS not available; Oil nil
3	Fuelling Facilities / Capacity	Fuel truck used for all aircraft operations
4	De-icing Facilities	Nil
5	Hangar Space for Visiting Aircraft	Nil
6	Repair Facilities for Visiting Aircraft	Limited – On Apron
7	Remarks	Handling services are provided by the airport. Contact details are as per Airport Operations in GEN 1.1

FHSH AD 2.5 – PASSENGER FACILITIES

1	Accommodation	Contact details may be obtained from the Head of Operations
2	Restaurants	Contact details may be obtained from the Head of Operations
3	Transportation	Taxis, hire cars, mini buses
4	Medical facilities	First aid room at airport (not staffed – Paramedics available with RFFS Crew.) Hospital facilities in Jamestown
5	Bank and Post Office	There are currently no ATM facilities on St Helena Banking facilities in Jamestown Post Office in Jamestown
6	Tourist Office	In Jamestown. Tourist information desk in arrivals
7	Remarks	Duty free shops and catering facilities open during scheduled carrier operations. Upon request for non-scheduled flights.

FHSH AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome Fire Fighting Category	RFF category A 7
2	Rescue Equipment	2 units: 8,000 litres water; 750 litres foam 1 unit: 4,500 litres water; 300 litres foam 1 unit: 20,000 litres supplementary water 1 Command vehicle
3	Capacity for Removal of Disabled aircraft	Lifting bags and dolly available from St Helena RFFS.
4	Remarks	RFFS HOD same as ATC HOD (AD 2.3)

FHSH AD 2.7 – SEASONAL AVAILABILITY – (CLEARING)

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

FHSH AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron Surface and Strength	Concrete; 52/R/B/W/T
2	Taxiway Surface, Strength and Width	Concrete; 52/R/B/W/T Width: 18 M; 10 M shoulders
3	Altimeter Checkpoint Location / Elevation	Holding point TWY and RWY02/20 / 997FT
4	VOR Check Point	Holding point TWY and RWY02/20 / 997FT
5	INS Check Point	Nose Wheel positions in parking bay – Refer AD Chart.
6	Remarks	3 parking positions on the apron 1 x 737 1 x 757 1 x GLEX/GLF4 Head of Operations to be contacted for Parking Stand details. All stands are power-in; power-out. Tow tug available on request (Tow-bar less Tug). Ground Power Unit (GPU) and air conditioning unit (ACU) available.

FHSH AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Visual Docking / Parking Guidance System	Nil
2	Runway and Taxiway markings and LGT	Runway and taxiway markings conform to all ICAO Standards. RWY: Edge, End and THR light. Threshold lights complete with wingbar lights and strobe identification lights TWY: Edge LGT, Internally illuminated taxiway and guidance information signs and Warning lights for the taxiway runway intersection.
3	Stop Bars	Nil
4	Remarks	Marshalling and wing-walking are available on request

FHSH AD 2.10 – AERODROME OBSTACLES

In Circling Area and AD					
In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
The Great Stone	Hill (terrain)	155849.4205S 0053912.1783W	1619FT		
The Barn Point 2	Hill (terrain)	155510.0188S 0053933.6951W	2013FT		
Flagstaff Hill	Hill (terrain)	155512.2044S 0054047.5054W	2275FT		
Dianas Peak	Hill (terrain)	155821.4273S 0054200.8725W	2690FT		
P116	Hill (terrain)	155620.9954S 0053925.4973W	1345FT		
King and Queen	Hill (terrain)	155702.8754S 0053824.0083W	1217FT		

Note: A complete list of Aerodrome Obstacles for area 2 and 3 are available upon request

AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Available at Combined Building
2	Hours of service MET Office outside hours	Friday 1200 -1700 and Saturday 0400 -1500 On Call – As requested
3	Office responsible for TAF preparation Periods of validity	MET Forecaster Office – St Helena Office 60min
4	Trend forecast Interval of issuance	60min
5	Briefing/consultation provided	+290 25175
6	Flight documentation Language(s) used	Charts, abbreviated plain language text English
7	Charts and other information available for briefing or consultation	06:00 – 16:00 on a scheduled flight day On Call – As requested
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	FHSH TWR/APP
10	Additional information (limitation of service, etc.)	-

FHSH AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS

Designated Runway Number	True Bearing	Runway Dimensions (metres)	Runway Strength (PCN) and Surface	Threshold Coordinates	Threshold Elevation (feet AMSL)
20	179°	1850 x 45M	52/R/B/W/T	155707.35S 0053845.97W	1012.78FT
02	359°	1850 x 45M	52/R/B/W/T	155757.76S 0053844.78W	996.63FT
Designated Runway Number	Slope of Runway - Stopway	Stopway Dimensions (metres)	Clearway Dimensions (metres)	Strip Dimensions (metres)	Obstacle Free Zone
20	-	NIL	925	1670 x 300M	-
02	-	NIL	790	1670 x 300M	-
Remarks					
20	RESA (metres): Undershoot: 225m x 90m; Overshoot: 240m x 90m, DTHR				
02	RESA (metres): Undershoot: 240m x 90m; Overshoot: 240m x 90m				

FHSH AD 2.13 – DECLARED DISTANCES

Runway designation	TORA (metres)	TODA (metres)	ASDA (metres)	LDA (metres)	Remarks
20	1 850	2 775	1 850	1 550	DTHR
02	1 635	2 425	1 635	1 535	NIL

FHSH AD 2.14 – APPROACH AND RUNWAY LIGHTING

Runway designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
20	SALS 300M Crossbars 300M, 150M LIH SFL 10 White, 30M	Green Green RTIL White	PAPI Left/Right - 3° (49 ft)	NIL	NIL
02	SALS 210M Crossbar 150M LIH SFL 10 White, 30M	Green Green RTIL White	PAPI Left - 3° (49 ft)	NIL	NIL
1	7	8	9	10	
Runway designator	RWY edge LGT LEN, spacing, Colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks	
20	1 550M 60M White, LIH White/amber last 500M	Red NIL	NIL	RESA (paved) used for taxiway and start of take-off run Runway edge lights in RESA paved area are red in both directions	
02	1 550M 60M White, LIH White/amber last 500M	Red NIL	NIL	RESA (paved) used for taxiway and start of take-off run Runway edge lights in RESA paved area are red in both directions	

FHSH AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY

1. REMOTE OBSTACLE LIGHTING

Remote obstacles are lit with the following characteristics:

Remote obstacle lighting (ROL) sites are stand-alone self-powered installations with a 2000 candela, red, steady burning Light Emitting Diode array with stand-by and are powered by lead acid (GEL) batteries charged by a combination of solar and wind energy generators. ROL's are activated via photo sensor and are therefore only illuminated during night operations unless switched on manually from the Tower.

2. SECONDARY POWER SUPPLY

Secondary power supply is by generator with a cut over from mains to power within 15 seconds.

FHSH AD 2.16 – HELICOPTER LANDING AREA

1. Helicopter landing to air taxi to A3.

FHSH AD 2.17 – ATS AIRSPACE

1	Designation and lateral limits	CTR (a) From a point at 154123.61S 0054508.83W clockwise along the arc of a circle, radius 8.855NM, centered at 154111.48S 0053558.26W to a point at 154058.96S 005 26 47.65W. (b) Thence along a straight line to a point at 161333.05S 0052559.94W. (c) Thence clockwise along the arc of a circle, radius 8.855 NM, centered at 161345.38S 0053512.05W to a point at 161357.30S 0054424.11W. (d) Thence along a straight line back to the starting point at 154123.61S 0054508.83W.
2	Vertical Limits	GND / 3800FT ALT
3	Classification	Class D
4	ATS Unit Call Sign and Languages	St Helena Tower / St Helena Approach English only
5	Transition Altitude / Transition Level	6000FT ALT
6	Remarks	Nil

FHSH AD 2.18 – ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
APP	St Helena Approach	119.50MHz	0800 – 1830 Tuesday – Friday; 0800 – 1800 Saturday	
TWR/GND	St Helena Tower	118.2 MHz	0800 – 1830 Tuesday – Friday; 0800 – 1800 Saturday	
HF (Ground to Air)	St Helena Approach	2854 KHZ 5565 KHZ 11291KHZ 13315 KHZ 17955 KHZ	0800 – 1830 Tuesday – Friday; 0800 – 1800 Saturday	
Emergency VHF	-	121.5 MHz	0800 – 1830 Tuesday – Friday; 0800 – 1800 Saturday	

FHSH AD 2.19 – RADIO NAVIGATION AND LANDING AIS

Type	ID	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
LOC	HE	109.3 MHz	H24	155705.52S 0053850.07W	-	Coverage 25NM NOTE : Offset localiser – non-categorized – no Glideslope equipment.
DME (LOC)	HE	Ch 30X	H24	155705.72S 0053851.30W	1024FT	
DVOR	SH	112.9 MHz	H24	155733.21S 0053851.92W	-	165NM The coverage of the DVOR is severely restricted from 210° - 010°
DME (DVOR)	SH	Ch 78X	H24	155733.36S 0053852.38W	1047FT	

FHSH AD 2.20 – LOCAL TRAFFIC REGULATIONS

1. St Helena is strictly PPR. Contact the Aerodrome Administration.
2. Compliance with local aerodrome requirements is mandatory.
3. St Helena is a remote location and classified as a Category C aerodrome. Prior to flight operations, all required members of the flight crew must have received specific training with respect to operations into Category C airports, including the effect of adverse weather conditions, severe turbulence and recovery from windshear conditions.
4. Aircraft operators wishing to use St Helena must take all reasonable measures to ensure crew and aircraft are adequately prepared before planning to fly to the aerodrome, especially the potential for the need to divert.
5. Specific approval from the aircraft operator's regulator for flights to Category C airports must be in force.
6. A Category C airport briefing for St Helena must be given prior to every flight.
7. In addition to routine MET information/reporting operators' attention is drawn to the following:
 - i. Wind generally from the south-easterly direction throughout the year. However, in the locality of the RWY 20 threshold the wind strength and direction can vary rapidly and by great magnitude;
 - ii. Strong wind warnings will be issued when wind at any point of the aerodrome is forecast to have a two minute mean speed of 20 KT or greater, and/or wind gusts equal or greater than 28 KT;
 - iii. Wind Shear warnings will be issued for approaches onto RWY 02 and/or RWY 20 when the two minute mean speed indicated by the touchdown anemometer is forecast to reach a two minute mean speed of 20 KT or greater, and/or the vector difference between the two minute mean surface wind and wind 2000' above the aerodrome exceeds 40 KT, and/or a THUNDERSTORM or HEAVY SHOWER is within 10 KM of the aerodrome;
 - iv. For landing on RWY 20 a windshear warning will be issued when wind velocities in excess of a two minute mean wind speed value 20kt gusting 35kt are observed;
 - v. On downwind and final approach to RWY 20 the control tower will provide two minute mean wind values from the northern anemometer tower.
 - vi. Attention should be paid to the WIND DIRECTION indicators located on the West side of the runway, near each touch-down area. These will reflect unexpected and rapid wind changes. Occasionally, they may indicate wind from opposite directions to the velocity provided;
 - vii. When landing on Runway 20 "SEVERE" wind shear and/or turbulence may be experienced below 400 feet above the Runway threshold. Onset is quick with maximum intensity immediate;
 - viii. Strong down- or up- draughts are to be expected near the threshold of Runway 20;

- ix. When landing on Runway 02 “WEAK” to “MODERATE” wind shear / turbulence may be experienced on final approach.
 - x. Wind Information on downwind and final approach, based on two minutes mean wind values on final approach and touch down. Instantaneous wind read out, crosswind and tailwind components will be provided at pilot's request;
 - xi. A service message will be promulgated whenever winds exceed 15 knots;
 - xii. It is recommended that first time operators carry out an approach in a low drag configuration to assess the weather and windshear conditions on Final Approach to Runway 20 prior to a landing approach;
 - xiii. Where feasible, operators should assess the implications of landing with a tailwind component on runway 02 in the event that conditions on approach to runway 20 are too severe for landing;
 - xiv. The preferred take-off runway is 20.
 - xv. Operators must obtain a meteorological forecast for the flight prior to take off and, where possible, a briefing from the MET forecaster based at the airport.
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8. Long-term or overnight aircraft may require relocation on the apron if scheduled movements are due on the following day.
 9. Isolated parking for aircraft with Unlawful Interference is on the taxiway.
 10. Pilots are advised to manoeuvre with extreme care when taxiing to the take-off point for Runway 02/20 due to the use of the extended starter strip for the runway, and proximity to the cliff edge.
 11. Pilots should be aware of a daily Radiosonde launch from the MET Station at Bottom Woods (approximately 2nm north-west of the aerodrome). The launch is carried out at 11:15 UTC.
 12. Caution - cliff dwelling bird activity in the vicinity of the aerodrome.
 13. The wearing of high visibility clothing by all employed on the apron including flight crew and attendants is mandatory and is to be fastened up. It is the responsibility of the aircraft captain to ensure passengers are escorted by aircrew or ground staff at all times when on foot in external areas of the aerodrome.
 14. Diversion Procedure – Operators are required to have made arrangements for ground handling prior to arrival. Nothing in this procedure shall however, prevent an aircraft that has declared an emergency from landing.
 15. It is a requirement that every airline using St Helena must have local orders compatible with St Helena Airport Emergency Plan. Aviation operators should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage. They must have appropriate arrangements in place, and confirmed in writing to St Helena Airport, before commencing flying operations into the aerodrome. St Helena Airport will act as coordinating body throughout the recovery operation and has only limited equipment which may be used to assist in the recovery of aircraft.
 16. Care should be exercised due to the proximity of other aircraft when manoeuvring.
 17. RWY 20 is the preferential runway.

DEPARTURE CLEARANCE PROCEDURES

1. No SID/STARS, ATC clearance subject Traffic

FHSH AD 2.21 – NOISE ABATEMENT PROCEDURES

1. Standard ICAO Noise Abatement Profiles applied.

FHSH AD 2.22 – FLIGHT PROCEDURES

1. TURBULENCE/WIND SHEAR

Severe turbulence and or wind shear could be encountered by aircraft conducting Approach on RWY 02/20, when the wind direction originates from the south-east quadrant, and in excess of 20 knots at the surface. This turbulence is generally associated with nearby topography to the east of the runway threshold.

2. ST HELENA AIRPORT ARRIVALS

- 2.1 No SID/STARS, ATC clearance subject Traffic

3. ST HELENA AIRPORT DEPARTURES

- 3.1 No SID/STARS, ATC clearance subject Traffic

4. ST HELENA AIRPORT VISUAL CIRCUITS

- 4.1 Visual Circuits should be conducted to the east of RWY 02/20, circuit altitude 2000FT AMSL.

FHSH AD 2.23 – ADDITIONAL INFORMATION

1. UNMANNED HOURS EMERGENCY ARRIVALS

There is no lighting, ATC or Rescue & Fire Fighting Service available during unmanned hours. Calls should be directed to HOO +290 63131, +290 24547.

2. WILDLIFE CONTROL SERVICE

Wildlife control services, including bird deterrent activities, are not provided during control tower non-operational hours.

3. AIRPORT CLOSURE

Any weather, infrastructure, operational or other condition that may not be conducive to safe flight operations may result in an airport closure to be made at the discretion of the Head of Operations (Accountable Manager).

4. ATIS BROADCAST

No ATIS available.

FHSH AD 2.24 – CHARTS RELATED TO THE AERODROME

Combined Aerodrome Chart and Parking Chart	FHSH 2-13
Aircraft Parking / Docking Chart	FHSH 2-14
Aerodrome Obstacle Chart - ICAO Type A	FHSH 2-15
- Intentionally Left Blank -	FHSH 2-16
RNAV LOC/DME RWY20	FHSH 2-17
RNAV LOC/DME RWY20 Tabulation	FHSH 2-18
VOR/DME RWY02	FHSH 2-19
VOR/DME RWY02 Tabulation	FHSH 2-20
VOR/DME RWY20	FHSH 2-21
VOR/DME RWY20 Tabulation	FHSH 2-22
RNP RWY02	FHSH 2-23
RNP RWY02 Tabulation	FHSH 2-24
RNP RWY20	FHSH 2-25
RNP RWY20 Tabulation	FHSH 2-26