



ST HELENA GOVERNMENT

**AIRAC
AIP Amendment**

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**AIRAC AIP AMDT
A01/2024
25 JAN 2024**

CONTENT

GEN 0.2: Record of AIP Amendments.

GEN 0.4: Checklist of AIP Pages.

GEN 2.1: Public Holidays 2024.

GEN 2.7: Sunrise/Sunset Tables 2024.

ENR 5.3: Other activities of a dangerous nature and other potential hazards.

FHSH AD 2: Pilot controlled lighting system.

1. Replace the following existing pages and/or insert new ones:

GEN Section:

GEN 0.2-3 to 4

GEN 0.4-1 to 3

GEN 2.1-2

GEN 2.7-1

ENR Section:

ENR 5.3-1

AD Section:

FHSH AD 2-7 to 10

2. This Amendment incorporates information contained in NOTAM A0491/23 which is hereby cancelled.

3. Record entry of this Amendment in GEN 0.2 - Record of AIP Amendments.

AIP AMENDMENT				AIRAC AIP AMENDMENT			
NR/Year	Publication date	Date inserted	Inserted by	NR/Year	Publication date	Date inserted	Inserted by
				A08/2021	NIL		
				A09/2021	NIL		
				A10/2021	NIL		
				A11/2021	NIL		
				A12/2021	NIL		
				A13/2021	NIL		
				A01/2022	NIL		
				A02/2022	24 FEB		
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				A06/2022	NIL		
				A07/2022	14 JUL		
				A08/2022	NIL		
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				A11/2022	NIL		
				A12/2022	NIL		
				A13/2022	29 DEC		
				A01/2023	NIL		
				A02/2023	NIL		
				A03/2023	23 MAR		
				A04/2023	NIL		
				A05/2023	NIL		
				A06/2023	15 JUN		
				A07/2023	NIL		
				A08/2023	NIL		
				A09/2023	NIL		
				A10/2023	07 SEP		
				A11/2023	NIL		
				A12/2023	NIL		

<i>AIP AMENDMENT</i>				<i>AIRAC AIP AMENDMENT</i>			
NR/Year	Publication date	Date inserted	Inserted by	NR/Year	Publication date	Date inserted	Inserted by
				A13/2023	NIL		
				A01/2024	28 DEC		

GEN 0.4 CHECKLIST OF PAGES

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2-5	15 JUN 23				
2-6	24 FEB 22				
2-7	25 JAN 24				
2-8	25 JAN 24				
2-9	25 JAN 24				
2-10	25 JAN 24				
2-11	05 OCT 23				
2-12	05 OCT 23				
2-13	19 MAY 22				
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3.2 Accuracy

Coordinates are normally given to an accuracy of one-hundredth of one second of an arc, such that latitude is given with eight digits while longitude is given with nine digits. Coordinates are normally expressed in degrees, minutes, seconds, and hundredths of seconds.

4. VERTICAL REFERENCE SYSTEM

4.1 The vertical reference system corresponds to mean sea level (MSL).

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

5.1 There is no aircraft registry within St Helena.

6. PUBLIC HOLIDAYS

TABLE GEN 2.1.6 – St Helena Public Holidays

The following are the Public and Government Holidays in 2024. On these days Government Offices will be closed:

Name	Day	2024
Government Holiday - New Year's Day	Monday	01 st January
Good Friday	Friday	29 th March
Easter Monday	Monday	01 st April
Whit Monday	Monday	20 th May
Public Holiday – St Helena's day	Tuesday	21 st May
August Bank Holiday	Monday	26 th August
Christmas Day	Wednesday	25 th December
Boxing Day	Thursday	26 th December

GEN 2.7 SUNRISE/SUNSET TABLES

1. The following tables were generated using the U.S. Naval Observatory information. The information is public domain and permission is not required.

2024	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sept		Oct		Nov		Dec	
Date	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	05:54	18:58	06:12	19:00	06:23	18:46	06:28	18:24	06:34	18:05	06:43	17:58	06:51	18:02	06:46	18:12	06:28	18:17	06:05	18:20	05:45	18:27	05:42	18:42
2	05:55	18:58	06:13	19:00	06:23	18:46	06:28	18:23	06:34	18:05	06:44	17:58	06:51	18:03	06:46	18:12	06:28	18:17	06:04	18:20	05:45	18:27	05:42	18:43
3	05:55	18:58	06:13	18:59	06:23	18:45	06:29	18:23	06:34	18:04	06:44	17:58	06:51	18:03	06:46	18:12	06:27	18:17	06:03	18:20	05:45	18:28	05:42	18:43
4	05:56	18:59	06:14	18:59	06:24	18:45	06:29	18:22	06:35	18:04	06:44	17:58	06:51	18:03	06:45	18:12	06:26	18:17	06:03	18:20	05:44	18:28	05:42	18:44
5	05:56	18:59	06:14	18:59	06:24	18:44	06:29	18:21	06:35	18:03	06:45	17:58	06:51	18:04	06:45	18:12	06:25	18:17	06:02	18:20	05:44	18:29	05:42	18:44
6	05:57	18:59	06:14	18:59	06:24	18:43	06:29	18:20	06:35	18:03	06:45	17:58	06:51	18:04	06:44	18:13	06:25	18:17	06:01	18:20	05:44	18:29	05:43	18:45
7	05:58	19:00	06:15	18:58	06:24	18:42	06:29	18:20	06:36	18:03	06:45	17:58	06:51	18:04	06:44	18:13	06:24	18:17	06:00	18:20	05:43	18:29	05:43	18:46
8	05:58	19:00	06:15	18:58	06:24	18:42	06:29	18:19	06:36	18:02	06:46	17:58	06:51	18:05	06:43	18:13	06:23	18:17	06:00	18:21	05:43	18:30	05:43	18:46
9	05:59	19:00	06:16	18:58	06:25	18:41	06:30	18:18	06:36	18:02	06:46	17:58	06:51	18:05	06:43	18:13	06:22	18:17	05:59	18:21	05:43	18:30	05:44	18:47
10	05:59	19:00	06:16	18:57	06:25	18:40	06:30	18:18	06:36	18:01	06:46	17:58	06:51	18:05	06:42	18:14	06:21	18:18	05:58	18:21	05:42	18:31	05:44	18:47
11	06:00	19:00	06:17	18:57	06:25	18:40	06:30	18:17	06:37	18:01	06:47	17:58	06:51	18:05	06:42	18:14	06:21	18:18	05:57	18:21	05:42	18:31	05:44	18:48
12	06:01	19:01	06:17	18:56	06:25	18:39	06:30	18:16	06:37	18:01	06:47	17:58	06:51	18:06	06:41	18:14	06:20	18:18	05:57	18:21	05:42	18:32	05:45	18:49
13	06:01	19:01	06:17	18:56	06:25	18:38	06:30	18:16	06:37	18:00	06:47	17:58	06:51	18:06	06:41	18:14	06:19	18:18	05:56	18:22	05:42	18:32	05:45	18:49
14	06:02	19:01	06:18	18:55	06:26	18:37	06:30	18:15	06:38	18:00	06:47	17:59	06:51	18:06	06:40	18:14	06:18	18:18	05:55	18:22	05:42	18:33	05:45	18:50
15	06:03	19:01	06:18	18:55	06:26	18:37	06:31	18:14	06:38	18:00	06:48	17:59	06:51	18:07	06:40	18:14	06:17	18:18	05:55	18:22	05:41	18:33	05:46	18:50
16	06:03	19:01	06:19	18:55	06:26	18:36	06:31	18:14	06:38	18:00	06:48	17:59	06:51	18:07	06:39	18:15	06:17	18:18	05:54	18:22	05:41	18:34	05:46	18:51
17	06:04	19:01	06:19	18:54	06:26	18:35	06:31	18:13	06:39	17:59	06:48	17:59	06:50	18:07	06:38	18:15	06:16	18:18	05:53	18:22	05:41	18:34	05:47	18:51
18	06:04	19:01	06:19	18:54	06:26	18:34	06:31	18:12	06:39	17:59	06:48	17:59	06:50	18:08	06:38	18:15	06:15	18:18	05:53	18:23	05:41	18:35	05:47	18:52
19	06:05	19:01	06:20	18:53	06:26	18:34	06:31	18:12	06:39	17:59	06:49	17:59	06:50	18:08	06:37	18:15	06:14	18:18	05:52	18:23	05:41	18:35	05:48	18:52
20	06:05	19:01	06:20	18:52	06:27	18:33	06:32	18:11	06:39	17:59	06:49	18:00	06:50	18:08	06:37	18:15	06:13	18:18	05:52	18:23	05:41	18:36	05:48	18:53
21	06:06	19:01	06:20	18:52	06:27	18:32	06:32	18:11	06:40	17:59	06:49	18:00	06:50	18:09	06:36	18:15	06:13	18:18	05:51	18:23	05:41	18:36	05:48	18:53
22	06:07	19:01	06:21	18:51	06:27	18:31	06:32	18:10	06:40	17:58	06:49	18:00	06:49	18:09	06:35	18:16	06:12	18:19	05:50	18:24	05:41	18:37	05:49	18:54
23	06:07	19:01	06:21	18:51	06:27	18:31	06:32	18:09	06:40	17:58	06:50	18:00	06:49	18:09	06:35	18:16	06:11	18:19	05:50	18:24	05:41	18:38	05:49	18:54
24	06:08	19:01	06:21	18:50	06:27	18:30	06:32	18:09	06:41	17:58	06:50	18:01	06:49	18:09	06:34	18:16	06:10	18:19	05:49	18:24	05:41	18:38	05:50	18:55
25	06:08	19:01	06:22	18:50	06:27	18:29	06:33	18:08	06:41	17:58	06:50	18:01	06:49	18:10	06:33	18:16	06:09	18:19	05:49	18:25	05:41	18:39	05:51	18:55
26	06:09	19:01	06:22	18:49	06:27	18:28	06:33	18:08	06:41	17:58	06:50	18:01	06:48	18:10	06:33	18:16	06:09	18:19	05:48	18:25	05:41	18:39	05:51	18:56
27	06:09	19:01	06:22	18:48	06:28	18:28	06:33	18:07	06:42	17:58	06:50	18:01	06:48	18:10	06:32	18:16	06:08	18:19	05:48	18:25	05:41	18:40	05:52	18:56
28	06:10	19:01	06:22	18:48	06:28	18:27	06:33	18:07	06:42	17:58	06:50	18:02	06:48	18:10	06:31	18:16	06:07	18:19	05:47	18:26	05:41	18:40	05:52	18:56
29	06:10	19:01	06:23	18:47	06:28	18:26	06:33	18:06	06:42	17:58	06:51	18:02	06:48	18:11	06:31	18:16	06:06	18:19	05:47	18:26	05:41	18:41	05:53	18:57
30	06:11	19:00			06:28	18:26	06:34	18:06	06:43	17:58	06:51	18:02	06:47	18:11	06:30	18:17	06:06	18:19	05:46	18:26	05:41	18:42	05:53	18:57
31	06:12	19:00			06:28	18:25			06:43	17:58			06:47	18:11	06:29	18:17			05:46	18:27			05:54	18:58

**ENR 5.3 – OTHER ACTIVITIES OF A DANGEROUS NATURE AND
OTHER POTENTIAL HAZARDS**

1. There is a daily launch of a Radiosonde balloon from the MET Station at Bottom Woods. This occurs on Monday – Saturday at 11:15 UTC.

2. The prevailing winds will normally blow the balloon to the south east of the airport once it has climbed above 5,000ft.

Remarks:
A Pilot Controlled Lighting system is available on 118.2 MHz or 119.5 MHz. After 15 minutes airfield lights will automatically switch off. If required, the procedure may be repeated for a further 15 minutes period. The selected landing direction would normally be available for RWY 19 as the predominant landing direction. The activation of this system is based purely on improving safety at the aerodrome and comes with a condition for use, which is:

1) Can be used for emergency.

CLICK SYSTEM BRILLIANCE SETTINGS:
Pilot-controlled lighting available for aircraft in case of emergency. The click system operates as follows:

RWY LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.
APCH LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.
PAPI LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.
All TWY LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.
All Apron LGT: 3 clicks on 100%, 5 clicks on 100%, 7 clicks off.
Obstruction LGT: 3 clicks on 100%, 5 clicks on 100%, 7 clicks off.
Windsock LGT: 3 clicks on 100%, 5 clicks on 100%, 7 clicks off.

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	<i>Designation and lateral limits</i>	<p>CTR</p> <p>(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.</p> <p>(b) Thence along a straight line to a point at 161333.05S 0052559.94W.</p> <p>(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.</p>
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		(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	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes	
TWR/GND	St Helena Tower	118.2 MHz	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes	
HF (Ground to Air)		8888 KHZ	Refer to FNLU AIP.	This is FNLU HF and NOT based at FHSH.
Emergency VHF	-	121.5 MHz	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes	

FHSH AD 2.19 – RADIO NAVIGATION AND LANDING AIDS

Type	ID	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
LOC	HE	109.3 MHz	H24	155705.51S 0053850.07W	-	Coverage 25NM NOTE: Offset localiser – non-categorized – no Glideslope equipment.
DME (LOC)	HE	Ch 30X	H24	155705.72S 0053851.30W	1025 FT	
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 76X	H24	155733.36S 0053852.38W	1047 FT	

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 19 threshold the wind strength and direction can vary rapidly and by great magnitude;
 - ii. Strong wind warnings will be issued when wind on Runway 19 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 01 and/or RWY 19 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 19 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 19 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 at both thresholds and near to the touch-down area for RWY19. 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 19 “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 19;
 - ix. When landing on Runway 01 "MODERATE" and "SEVERE" 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. Winds are predominantly greater than 15 knots and vary considerably at different points on the airfield;
 - 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 19 prior to a landing approach.
 - xiii. Where feasible, operators should assess the implications of landing with a tailwind component on runway 01 in the event that conditions on approach to runway 19 are too severe for landing;
 - xiv. The preferred take-off runway is 19.
 - 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.
8. A 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 01/19 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.

FHSH AD 2.21 – NOISE ABATEMENT PROCEDURES

1. Standard ICAO Noise Abatement Profiles applied