

C.S.O.

TRN/AVI/1 # 12

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(Formerly)

SUBJECT:

SOUTH AMERICAN REGIONAL AIR NAVIGATION MEETING.

CONNECTED FILES.

NUMBER AND YEAR.

Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 - Lima, Perú

Cables: ICAOREP

Ref: A.8.2./AGA-4

September 4, 1948.

Colonial Secretary,
Stanley,
Falkland Islands

Sir:

May I call your attention to the recommendation that appears on paragraph 5.1.5. of the Final Report of the Aerodromes, Air Routes and Ground Aids Committee (DOC SA.72 AGA/SA.10) of the South American Regional Air Navigation Meeting, held in Lima, on June 1947.

The recommendation referred to is as follows: "It is requested that the States in the South American Region proceed to develop all designated regular, alternate and supplementary aerodromes to the ICAO standards for strength and for other characteristics that are recommended by the Regional Meeting and to equip them with recommended scales of visual and non-visual aids working to the agreed target date of January 1, 1950".

The ICAO Council when approving the Final Reports of the Lima Meeting decided that the States concerned should proceed to improve the Aerodromes according to DOC 1989, AGA/14 Appendix 'E'.

The action necessary for the installation of instrument landing systems appears in paragraph 2.7. of the Final Report of the Communications Committee (DOC SA.74, COM/SA.10) of the Lima Meeting. On this connection may I also refer to paragraph 2.1. Appendix 'B' of DOC SA.71, GC-SUB I-16, Final Report of Sub-Committee I of the same Meeting.

May I request that you inform this Office of the stage of implementation of this recommendation in the Falkland Islands and also if you think possible that on the approved date that is January 1st., 1950 the action required by this recommendation would be implemented in your country.

I take this opportunity to remain, your sincerely,

See 90

Paul S. Wolmarsh-Welby
Hernan Bugeta,
Deputy Representative

HB:SR

Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 - Lima, Perú

Cables: ICAOREP

Ref: A.S.2./AGA-6



September 6, 1948.

Colonial Secretary,
Stanley,
FALKLAND ISLANDS

Sir:

May I call your attention to the recommendation that appears in paragraph 5.1.7. of the Final Report of the Aerodromes, Air Routes and Ground Aids (DOC SA.72 AGA/SA.10) of the South American Regional Air Navigation Meeting, held in Lima on June 1947.

The recommendation referred to is as follows: "It is requested that the States in the South American Region keep ICAO informed of aerodrome development projects and all proposals to construct new aerodromes".

The ICAO Council when approving the Final Reports of the Lima Meeting decided that the States in the South American Region should take the necessary steps to comply with this recommendation.

May I request that you inform this Office of the improvements projected in the aerodromes in actual use for the international civil aviation in the Falkland Islands and also of those aerodromes that it is intended to build in the future.

I take this opportunity to remain, your sincerely,

Paul S. Wolmar-Khall
Hernan Buzeta
Deputy Representative

HB:SR

See 90

Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 - Lima, Perú

Cables: ICAOREP

Ref: A.8.2./AGA-7



September 7, 1948.

Colonial Secretary,
Stanley,
FALKLAND ISLANDS

Sir:

May I call your attention to the recommendation that appears in paragraph 5.1.8. of the Final Report of the Aerodromes, Air Routes and Ground Aids Committee (DOC SA.72 AGA/SA.10) of the South American Regional Air Navigation Meeting, held in Lima, on June 1947.

The recommendation referred to is as follows: "It is requested that the States in the South American Region consider designation of additional supplementary aerodromes".

The ICAO Council when approving the Final Reports of the Lima Meeting decided that the South American States should send to ICAO a list of the designated supplementary aerodromes additional to those regular aerodromes in actual use.

May I request that you send to this Office a list of supplementary aerodromes and if there are not contemplated new designations to confirm the list of supplementary aerodromes that appears in the above mentioned document for the Falkland Islands.

I take this opportunity to remain, yours sincerely,

Herman Buzeta
Herman Buzeta
Deputy Representative

HB:SR

See 90

Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 - Lima, Perú

Cables: ICAOREP

Ref: A.8.2./AGA-8



11
4

September 8, 1948.

Colonial Secretary,
Stanley,
FALKLAND ISLANDS

Sir:

May I call your attention to the recommendation that appears in paragraphs 5.1.9. and 5.1.10. of the Final Report of the Aerodromes, Air Routes and Ground Aids Committee (DOC SA.72 AGA/SA.10) of the South American Regional Air Navigation Meeting, held in Lima, on June 1947.

The recommendations referred to are as follows: "It is requested that the States in the South American Region:

- "5.1.9. Submit to ICAO a list of designated Customs Aerodromes.
- "5.1.10. Provide all designated regular aerodromes with complete administrative facilities on a permanent basis and do the same at alternate aerodromes only on a less permanent basis. In the case of regular "Customs Aerodromes" provide facilities appropriate to aerodromes of entry, and do the same for alternate "Customs Aerodromes" only on a less permanent basis."

The ICAO Council when approving the Final Reports of the Lima Meeting decided that the States in the Region should take the necessary steps in order to comply with the two above mentioned recommendations, bearing in mind that the Council wishes the term "International designated aerodromes" to be used instead of "customs aerodromes"; in view of the special significance that is given to this term in Item 10 of the Chicago Convention.

May I request that you inform this Office:

1. What aerodromes in the Falkland Islands have been or will be designated as "international aerodromes" (with customs facilities)?
2. What designated regular aerodromes in the Falkland Islands have the necessary administrative facilities to deal with international passengers: and what aerodromes designated as "International Aerodromes" (customs) have customs faci-

See 90

lities? Also what aerodromes designated as alternate have the necessary administrative facilities and what aerodromes designated as "International Alternate" have customs facilities.

I take this opportunity to remain, yours sincerely,

Paul S. Dolan - Hall
Hernan Buzeta
for Deputy Representative

HB:SR

nización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 - Lima, Perú

Cables: ICAOREP

Ref: A.8.2./AGA-2



September 13, 1948.

Colonial Secretary,
Stanley,
FALKLAND ISLANDS

Sir:

May I call your attention to the recommendation that appears in Section 3, paragraph 3.1. of the Final Report of the Aerodromes, Air Routes and Ground Aids (AGA) Committee (DOC SA.72 AGA/SA.10) of the South American Regional Air Navigation Meeting, held in Lima on June 1947.

In the paragraph referred to, it is recommended that the States included in the South American Air Navigation Region, implement not later than the 1st. of January 1948, the "Procedures for Air Navigation Services - Aerodromes - Air Routes and Ground Aids".

The Council of ICAO, when considering the Final Report of the AGA Committee decided that the AGA Procedures, as contained in DOC 4810, AGA/559, should be implemented on April the 15th. 1948.

In a circular letter from this Office, dated May 18th., 1948 the States were informed of the coming into effect of all the Procedures for Air Navigation Services. From the answers received to this letter it can be seen that the Communications Procedures (DOC 4478 COM/501) have been implemented almost throughout the South American Region.

I would be grateful if you could inform this Office if in the Falkland Islands the AGA Procedures (DOC 4810 AGA/559) have been implemented, or will be in the near future, thus complying with this recommendation of the South American AGA Committee and confirmed by the ICAO Council.

I have the pleasure to remain, yours sincerely,

F.

Hernan Buzeta
Hernan Buzeta
Deputy Representative

See 90

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Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 - Lima, Perú

Cables: ICAOREP

Ref: A.8.2./AGA-3



September 14, 1948.

Colonial Secretary,
Stanley,
FALKLAND ISLANDS

Sir:

May I call your attention to the list of land aerodromes, that appears in the Final Report of the Aerodromes, Air Routes and Ground Aids Committee (DOC SA.72-AGA/SA.10) of the South American Regional Air Navigation Meeting, held in Lima, on June 1947.

The Council of ICAO approved the recommendation made at the Lima Meeting, to request the States in the South American Region, to confirm the list of land aerodromes, that appears on the above mentioned document, sending to ICAO any corrections that might be necessary on the names, geographical position, height, densimetric altitude etc.

I would be grateful if you could inform this Office if the land aerodromes listed for the Falkland Islands are correct, and if not, to send the necessary corrections, in order to amend the document.

I remain, yours sincerely,

Hernan Buzeta
Hernan Buzeta
for Deputy Representative

HB:SR

See 90

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NCS
alt.

A

~~1-7~~
~~82-88~~ we have no copy of the "Dime Report"
referred to pl.

2. Shd. we ask for one?

B. 11.11 *[Signature]*

B

Yes, by letter, referring to see his
letters.

[Signature]
12/11

19th November,

48.

sir,

1-7 I am directed by the Governor to refer to your letters of the 4th, 6th, 7th, 8th, 13th, and 14th of September, 1948, and to inform you that a copy of the Final Report of the Aerodromes, Air Routes and Ground Aids Committee (DOC SA.72 48/54.10) of the South American Regional Air Navigation Meeting, held in Lima on the 7th of June, 1948, has not been received here and I am to ask you to be good enough to forward a copy in order that your letters under reference may be dealt with.

I am,

sir,

Your obedient servant,

(Sgd.) A. B. MATHEWS

Colonial Secretary.

Reply at 10

Deputy Representative,
 Organizacion de Aviacion Civil Internacional.
 Oficina Sud-Americana,
 Apartado 680 - Lima, Peru.

REC 31/3/49
 [Signature]
 20/11/48

Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 — Lima, Perú

Cables: ICAOREP

Ref: A.14.1/81



February 14, 1949.

To The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS

Sir:

9 I acknowledge with thanks your letter of November the 19th., 1948 your Ref. 0939, in which you request the sending of one copy of the Final Report of Aerodromes, Air Routes and Ground Aids Committee of the South American Meeting.

X / By instructions received lately from the United Kingdom Representative at ICAO HQ's I am now to write to the Government of the British West Indies in connection with Air Navigation Matters in the South American Region.

Your cooperation, however, can be of great help to this Office in connection with Air Navigation Facilities in the territories under your control.

12 I am attaching to this letter one copy of the Final Report of the Meteorological Committee of South America in which some recommendations were made for MET observations at Stanley and Grytviken. Up to the present I have not been able to find if this recommendation has been implemented or will be implemented in the places recommended.

May I request that you write to this Office informing if these facilities, as they appear in the document attached, recommended at Port Stanley and Grytviken (Pilots Balloon Station), are at present functioning? If possible could you send to this Office a list of the MET facilities that are at present operating, not only in the two islands already mentioned, but in any of the nearby islands that you know that are installed?

I am Sir, your Obedient Servant,

Hernan Buzeta

Hernan Buzeta
Deputy Representative

HB:SR

SUMMARY OF ICAO COUNCIL ACTION

ON THE REPORT OF THE MET COMMITTEE OF THE

SOUTH AMERICAN REGIONAL AIR NAVIGATION MEETING

(To be included in DOC SA.75, MET/SA.15, and to be read in conjunction with the contents of that document)

(Prepared by the Secretariat of ICAO and reproduced by the South American Office, Lima, Perú)

SECTION I - INTRODUCTION

1. The report of the Meteorological Committee of the South American Regional Air Navigation Meeting was approved by the Council of ICAO with certain modifications recommended by the Air Navigation Committee. These changes will be found in the following sections of this summary. Recommendations which were adopted by the Council without change are simply noted in this summary.

2. Section II of this summary includes those recommendations which require further action by States. Section III details the action that has been or will be taken in Montreal and is for information only.

SECTION II

MODIFICATIONS TO TEXT AND ACTION TO BE TAKEN BY REGIONAL STATES

(NOTE: The figures in the left hand margin refer to the relevant paragraphs of the Final Report of the Meteorological Committee at the South American Regional Air Navigation Meeting (DOC.SA/75, MET/SA.15 dated 7/7/47).

Section II

3. Meteorological Facilities. With regard to meteorological facilities recommended for the South American Region the Council decided that the individual States in the Region should be asked to indicate to what extent they found it possible to implement the recommendations outlined in Section II of the Lima Report.

Section II and Recommendation (I) in para. 4.1

4. Development of MET facilities in Ocean Areas. The Council approved the recommendation concerning meteorological facilities in ocean areas given in Section II of the report and directed that States in South American Region be asked to notify their willingness and ability to implement the facilities enumerated therein. This recommendation refers to the islands of Mas a Tierra, Mas Afuera, San Felix, Easter, Galapagos and Trinidade.

Paras. 4.3, 4.4, 4.5, 4.6, 4.7 and 4.8

5. The Council approved the Recommendations given in paras. 4.3, 4.4, 4.5, 4.6, 4.7 and 4.8 without change.

DOC SA.75
MET/SA.15
(Addendum)
9/4/48

SECTION III -- ACTION BY ICAO

(NOTE: The figures in the left hand margin refer to the relevant paragraphs of the Final Report of the Meteorological Committee at the South American Regional Air Navigation Meeting (DOC SA.75, MET SA.15, dated 7/7/47).

- Para. 2.2.5.1.2 and Recommendation (2) in para. 4.1
6. Establishment of Meteorological Reconnaissance Flights. On this question the Council decided that the recommendation for two such flights to operate from Chile be deferred until further inquiries were made of the Government of Chile as to whether or not these two flights were, in fact, required.
- Section III
7. Supplementary Procedures. The Supplementary Procedures contained in Section III were adopted by the Council with provision for them to be brought into effect as from 15 April 1948. They are included in DOC 4976, Supplementary Procedures for the South American Region, January 1948.
- Recommendation in Para. 4.2
8. MET Reports from Merchant Vessels. The Council noted that the recommendations formulated with regard to MET reports from merchant vessels had already been brought to the notice of the International Meteorological Organization at its meetings in Toronto and Washington and that action had been recommended by the International Meteorological Organization Commissions which would cover this recommendation. The Council also recommended that the attention of the South American States concerned be drawn to the recommendation in para. 4.2 with suitable reference to the action taken by the International Meteorological Organization.

The International Meteorological Organization resolutions relating to this question are summarized below:

Resolution IX of Regional Commissions III and IV.

The Joint Regional Commission (III and IV) of the IMO indicated its observance of the ICAO recommendations in para. 4.2 of the Lima Report and in para. 2.2.4.2 of the Rio Report. It also urged that all possible steps be taken to improve and expand the present merchant vessel reporting system in accordance with the programme prepared by the International Meteorological Organization.

Met. Office

14

10-12 f y 0's pl.

W. Jones
25/3/49

H.C.S.,

I am about to leave for the camp and have not sufficient time to read this carefully - in any event I think H.E. will wish to see & probably discuss this.

2. I have not seen the document before but it is obviously of considerable importance to the Dependencies.

Two points may be mentioned now:-

a) Without knowing ICAO requirements, H.E. is already planning for four ^{synoptic} reports daily from stations 098, 448, 723, 759 (097 has closed) (see page 12 of the ICAO report.)

b) There is correspondence in the Queen Maud Land Dependencies file (0971) which bears on the proposal for a R./Sonde station at S. Georgia and I have written a letter to D.M.O for this mail re a R./Sonde station at Deception.

C.D.
25.3.

S/F. Pending this? return you may wish to see.

K.H.
28/3.

H.C.S.

S/F handed me this file yesterday and I have now read 10-12 more carefully. The following pts affect Dependencies Met.

1. Four reports ^{daily} are required from S. Georgia, Deception, Signy, Marguerite Bay, Argentine I. (Hope Bay is included in the ICAO publica but the station has now closed.)

The Argentines are asked to provide a similar service from Melchior and the unknown

15 We should be able to comply (except perhaps in the case of Marguerite Bay) by the target date, Jan 1st 1950.

2. Combined R/Sunde & Rader Wind stationing is resumed immediately at S. Georgia and a second, at a later date, at Marguerite Bay.

The Argentines are asked to put similar stations at Helshorn and the Oglethorpe.

I do not think that H.F. would want a station at S. Georgia ^{or Marguerite Bay}, but he will be more than ever interested in one for Deception, in view of a proposed Argentine station on Helshorn.

The Deception R/Sunde has already been brought up again with A.M. in my FLT 10/49/6 of 7th March in view of the proposal to equip the Queen Maud Land expedition with R/Sunde.

3. One might have expected either A.M. or Colonial Office to have sent out a copy of this long before this, since it contains proposals affecting the Falklands?

Draft points depend on S/S's response to their requests.

MC. 9/V

H.F.
H.S.

Dr. Despatch attd.

Kh.
9/5.

C.H.
8.5.49

C.H.
8.5.49

There is no such thing as "the Govt. of the B.W. I." — he either means Government only or more probably the Caribbean Commission.

MC. 10/V

GOVERNMENT HOUSE,

STANLEY.

10th May, 1949.

16

FALKLAND ISLANDS.

No. 54. COLONY.

Sir,

I have the honour to address you on the matter of the findings of the meteorological committee of the I.C.A.O. Conference held at Lima, Peru, during June and July of 1947 and at which the United Kingdom was represented.

2. I understand from a letter received recently from the I.C.A.O. office in Lima that all air navigation matters in the South American region affecting the British Empire are being dealt with through "the Government of the British West Indies". On the other hand, the meteorological committee report, which accompanied the above letter, contains a number of proposals for extended meteorological services which refer directly to the Falkland Islands Dependencies. (Vide page 12, paragraph 2.2.1.2.3.14.1; page 13, paragraph 2.2.2.3.1; page 14, paragraph 2.2.3.3.1.)

3. I should therefore be grateful if you will keep me informed of future meteorological developments of I.C.A.O. in the South American region.

I have the honour to be,

Sir,

Your most obedient, humble servant,

(sgd) MILES CLIFFORD

GVERNOR.

THE RIGHT HONOURABLE

ARTHUR GREGOR JONES, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

DRM.

PA 1/15

LIMA, junio 27 -- El Consejo de la Organización de Aviación Civil Internacional ha aprobado como normas, para uso mundial, dos dispositivos para ayudar a aterrizar a las aeronaves cuando reinan malas condiciones meteorológicas, las cuales aprobó, con carácter de normas internacionales para las telecomunicaciones aeronáuticas, una conferencia celebrada en Montreal.

Los dos dispositivos mencionados son, el Sistema de Aterrizaje por instrumentos (ILS), que permite al piloto aterrizar con poca visibilidad siguiendo los movimientos de dos agujas indicadoras situadas en el tablero de instrumentos, y el Sistema de Aproximación Controlada desde Tierra (GCA) que permite al radioperador de tierra dar instrucciones a la aeronave que se aproxima, mientras la observa en una pantalla de radar que muestra su posición exacta. Se ha prescrito el uso del ILS para todos los aeropuertos internacionales regulares en que se requiera un sistema de aterrizaje por instrumentos, y el GCA como equipo complementario dondequiera que preste ayuda efectiva al control de tránsito aéreo o pueda ser necesario para aeronaves no equipadas con ILS. El único equipo necesario en la propia aeronave, para utilizar el sistema, es un receptor y un transmisor de radio.

Otras disposiciones de las normas de telecomunicaciones aeronáuticas comprenden la selección de un radiofaro omnidireccional de muy alta frecuencia como radioayuda a la navegación a corta distancia, cuando las condiciones del tránsito justifiquen una ayuda de esta clase. El radiofaro omnidireccional proporciona una indicación directa y constante de las marcaciones de la aeronave desde una estación terrestre fija. A esto se añadirá un instrumento uniforme, medidor de distancia, cuando se disponga de ellos.

Entonces, el piloto conocerá continuamente la distancia y la orientación a que se halla la aeronave respecto a la estación terrestre, con lo que se le podrán suministrar trayectorias exactas a que podrá ajustar su vuelo, manteniéndole informado en cualquier momento de la trayectoria en que se encuentra y de la distancia a que se halla de la estación terrestre fija.

Las normas no incluyen ayudas a la navegación a gran distancia, ya que no se dispone aún de ninguna completamente satisfactoria y suficientemente lograda para su adopción internacional como norma, pero el consejo de la OACI recomienda que se continúe la investigación y perfeccionamiento por lo que se refiere a este problema y que entre tanto continúen en funcionamiento los tipos actuales de ayudas a gran distancia.

Las normas para telecomunicaciones aeronáuticas constituyen la décima serie que ha adoptado la OACI. Las otras comprenden asuntos tales como reglamento del aire, licencias al personal, unificación de medidas, mapas y cartas, etc. Las normas están destinadas a fomentar la seguridad en el aire en dos formas: al producir la uniformidad mundial de los servicios y procedimientos de navegación aérea, de manera que, dondequiera que una aeronave pueda volar, existan instalaciones, métodos de operación y reglamentos que sean familiares; y al asegurar que los métodos aeronáuticos de todas las naciones mantengan un alto grado de perfeccionamiento.

Las normas de telecomunicaciones aeronáuticas surtirán efecto el 1º de marzo de 1950, salvo que previamente se hayan desaprobado por una mayoría de naciones miembros de la OACI. La autoridad para el establecimiento de las normas del Convenio de Aviación Civil Internacional, concluido en Chicago en 1944. La adopción, por el Consejo de la OACI, de una serie de normas, da a éstas el carácter de "anexo" a dicho Convenio. Cualquier Estado que se vea imposibilitado de cumplir con alguna de las normas comprendidas en un anexo aprobado, debe notificarlo a la OACI, a fin de que las otras naciones miembros estén advertidas de la divergencia.

Organización de Aviación Civil Internacional

OFICINA SUD-AMERICANA

Apartado 680 — Lima, Perú

Cables: ICAOREP

18

Junio 23, 1949



LT11/2/HB/204

Distinguido Señor:

Me permito acompañar a le presente las enmiendas Nos. 1, 2 y 3 a los Procedimientos para los Servicios de Navegación Aérea - RAC (DOC 4444 - RAC/501).

Ruego a usted tenga a bien indicarme en caso de necesitar usted mas copias de estas enmiendas.

Aprovecho esta ocasión para quedar de Ud. como su Affmo, y S. S.

A handwritten signature in dark ink, appearing to read "H. Buzeta".

Hernan Buzeta
Representante Adjunto

Colonial Secretary
Stanley
Falkland Islands

CCIA
K-1-18



159

23050/7/49

COLONIAL OFFICE
THE CHURCH HOUSE
GREAT SMITH STREET
S. W. 1.

Your ref: 0935

FALKLAND ISLANDS

// August, 1949.

NO. 65



0935

Sir,

I have the honour to refer to the Governor's Despatch No.54 Colony of the 10th May about Meteorological developments proposed at the 1947 South American Region Meeting of the Inter-National Civil Aviation Organisation.

2. I am unaware of the reasons which may have led the Lima office of I.C.A.O. to conclude that all matters affecting British territory in the South American Region will be dealt with through "the Government of the British West Indies". I am taking steps to ensure that such inappropriate channels shall not be used.

3. Arrangements for the distribution of I.C.A.O. documents to the Governments of British Colonial territories affected by recommendations made in them are at present being reconsidered and I hope shortly to complete arrangements for you to be supplied directly by the I.C.A.O. South American Regional Office with copies of all such documents affecting the Falkland Islands and Dependencies.

4. With regard to the particular recommendations mentioned in paragraph 2 of the despatch under reference it will of course be unnecessary for you to consider what action if any you propose to take until the arrangements at present under discussion for the reorganisation of meteorological services in the Falkland Islands and Dependencies have been completed.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

[Handwritten initials]

[Handwritten signature]

THE OFFICER ADMINISTERING
THE GOVERNMENT OF
FALKLAND ISLANDS.

[Handwritten notes]

23050/7/49

0935

19

ing.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

(COLONY)

Date 2 November, 1949.

No. 139 Saving.



My Despatch No. 65 of the 11th August.

1947 South American Regional Meeting of the International Civil Aviation Organisation.

As arrangements for the reorganisation of the Meteorological services have now been made I shall be grateful to learn what action you propose to take in regard to the recommendations of the 1947 South American Regional Meeting of the I.C.A.O. referred to in the second paragraph of your despatch No. 54 Colony of the 10th May.

16

SECRET

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9/12

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0935

COLONIAL OFFICE CIRCULAR MEMORANDUM

C.M.2

23050/11/51

17th March, 1951

REGIONAL SUPPLEMENTARY PROCEDURES

In the past the Supplementary Procedures developed by the Regional Air Navigation Meetings of the International Civil Aviation Organisation for the safety and regularity of air navigation in a specific Region have been published separately in the documents relating to that Region.

Experience has shown that many of the Supplementary Procedures (covering such matters as rules of the air and air traffic control, communications, meteorology and search and rescue) apply in the same form in more than one Region. Recognising this, and with the aim of reducing the number of Supplementary Procedures, the Council of I.C.A.O. has decided that it would be to the general convenience of international civil aviation if these Supplementary Procedures were all consolidated into one booklet, Doc. 7030, a copy of which is attached.

The Council has taken this opportunity to eliminate from Supplementary Procedures any non-procedural data, and to add those national differences to the Regional Procedures that have been notified so far. Doc. 7030 comes into force on the 15th April, 1951. Apart from the revision mentioned, it contains no new material, and on that date replaces the ten separate documents now applying in the Caribbean, North Atlantic, European-Mediterranean, South Atlantic, South American, North Pacific, Middle East, South Pacific, South East Asian and Africa-Indian Ocean Regions. States are not asked to approve the new Document as it is only a consolidation of existing material already agreed to by those States in the context of the various Regional Meetings.

/ This

TO THE GOVERNMENT OF

FALKLAND ISLANDS

11 APR 1951

This Circular has not been addressed to the Governments of Brunei, Antigua, Montserrat, St. Kitts-Nevis, Virgin Islands, St. Helena, Seychelles, Solomon Islands, New Hebrides, Gilbert and Ellice Islands, Tonga, Dominica, Grenada, St. Lucia, St. Vincent, or to the Commissioner-General, Singapore, Development and Welfare Organisation in the West Indies, or to the Colonial Attaché, Washington.

COLONIAL OFFICE,
The Church House,
Great Smith Street,
London, S.W.1.

19

HCS
W a n. on 20 but 19 calls for a reply. p. 6.
The file came down from the
FIGAS Office along with numerous
other files when Miss Sagniet went
on leave.
St. J. J.
18/4/51

C.M.O.
L. J. O'S. pl.
St. J. J.
10/5/51

HCS. 19 was superseded by 1 in Mar 103 (attd) and the reply at 9 of Mar 103 has satisfied S of S, who made no further reference to 19 in the file?

G.H.
16.5.51

Good. P.A. then.

Saving.

23050/7(25)/51

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 17 November, 1951

No. 98 Saving.

CONFIDENTIAL



Your telegram Fidep No.76 of the
27th September.

South American/South Atlantic Regional
Air Navigation Meeting.

Falkland
Enclosed is a copy of the United Kingdom
delegation's brief for this meeting, including that
on meteorological services.

2. Experience has shown that, in spite of the complete irrelevance of such issues to technical meetings, it is impossible to prevent Chile and Argentina introducing the question of sovereignty over the Falkland Islands; it is this which accounts for the caution to the delegation in the Administrative Brief. Partly also for this reason, as well as for reasons set out in other correspondence, the subject of dissemination of collectives of reports is regarded as a matter for the World Meteorological Organisation rather than for I.C.A.O., though if the occasion arises at the SAM/SAT meeting the United Kingdom delegate will mention the position. Finally, as the I.C.A.O. meeting is not concerned, and for reasons stated in other correspondence, the service for whalers will not be mentioned.

3. A copy of the Report of the meeting will be sent when available.

SECEP.

21B



th

4 JH.

32 sh. be filed in chronological order
of this P.A. the files sh

20/11

Before so doing make ref. on
relevant CO. correspondence to books
Tied hermeses saying where they
are kept (? Dark Room)

3.



FROM THE SECRETARY OF STATE FOR THE COLONIES.

C.O. Ref: COM 62/305/01.

SAVINGRAM.

CIRCULAR 640/52.

25th June, 1952.

SOUTH AMERICAN/SOUTH ATLANTIC
REGIONAL AIR NAVIGATION MEETING.

*Can't find the...
in file room.*

My savingram No. 98 of the 17 November, 1951.

This meeting took place in Buenos Aires from the 30th October to the 19th November, 1951. I now enclose copies of the Montreal edition of the Final Reports of the meeting, which comprise the following documents:-

- (a) Report of the General Committee (Doc. 7206, SAM/SAT/GC).
- (b) Report of Sub-Committee I of the General Committee (Doc. 7207, SAM/SAT/GC-Sub. 1).
- (c) Report of the Aerodromes, Air Routes and Ground Aids Committee (Doc. 7208, SAM/SAT/AGA).
- (d) Report of the Communications Committee (Doc. 7209, SAM/SAT/COM).
- (e) Report of the Meteorological Committee (Doc. 7210, SAM/SAT/MET).
- (f) Report of the Rules of the Air and Air Traffic Control Committee (Doc. 7211, SAM/SAT/RAC); and
- (g) Report of the Search and Rescue Committee (Doc. 7212, SAM/SAT/SAR).

*all
Enclosures
filed in
C.O. cupboard
in file room.*

2. These reports have been passed through the Council of the International Civil Aviation Organisation and summaries of action taken by the Council are enclosed as supplements at the beginning of the reports.

3. I also enclose copies of the final report of the leader of the United Kingdom delegation, which consists of three parts: (a) a general report, (b) a detailed report on the Meteorological Committee and (c) a detailed report on the Communications Committee. The Ministry of Civil Aviation have subsequently prepared a

Reply at 30 /further

THE OFFICER ADMINISTERING
THE GOVERNMENT OF
THE FALKLAND ISLANDS.

*pp. 112/
15/5*

further statement on the recommendations of the Communications Committee, a copy of which is also enclosed. Finally, some further comments by the Ministry of Civil Aviation on some of the recommendations of the other Committees are enclosed as Appendix A to this savingram.

4. I should be glad to receive in due course a statement showing in respect of each Final Report:-

(a) Which recommendations have already been implemented.

(b) The extent to which it is intended that the remaining recommendations should be implemented; and

(c) If it is not intended to implement any recommendation, the reasons for not doing so.

5. I would suggest that as regards the Caribbean territories (of which only British Guiana and Trinidad are primarily concerned) this statement might be co-ordinated by the Director General of Civil Aviation, British Caribbean Area, and (so far as the recommendations of the Meteorological Committee are concerned) by the Director of the British Caribbean Meteorological Service. Similarly, I would suggest that as regards the West African territories, this statement might be co-ordinated by the Director of Civil Aviation, West Africa, and (so far as the recommendations of the Meteorological Committee are concerned) by the Director of the British West African Meteorological Services.

6. This savingram has been addressed to the Governments of British Guiana, Trinidad, Bahamas, Barbados, Windward Islands, Jamaica, Gambia, Gold Coast, Nigeria, Sierra Leone, Falkland Islands and St. Helena. Copies with enclosures have been sent to the Director General of Civil Aviation, British Caribbean Area, and the Director, British Caribbean Meteorological Service.

SECRET.

Copies to:- Ministry of Civil Aviation.
Director General of Civil Aviation,
British Caribbean Area.
Director, British Caribbean Meteorological
Services.

Appendix A.

FURTHER COMMENTS BY THE MINISTRY OF CIVIL AVIATION
ON THE FINAL REPORTS OF THE SOUTH AMERICAN/
SOUTH ATLANTIC REGIONAL AIR NAVIGATION MEETING.

MET COMMITTEE.

Recommendations Nos. 5 and 15.

We understood that discussion is intended between Colonial Office, Met. Office (Air Ministry), Cable and Wireless and the British West African Met. Service regarding the financial commitments of these two recommendations.

Recommendation No. 10.

It appears that the British Caribbean Met. Service may accept responsibility for PIBAL observations at Atkinson Field and that it is not intended that they should be undertaken by the PAA Met. Station at Georgetown but we would appreciate confirmation of this from the Director of the British Caribbean Met. Service.

AGA COMMITTEE.

Recommendation No. 5.

The investigation to be carried out by the I.C.A.O. Secretariat to find a suitable alternate for Dakar should not involve the United Kingdom or the Gambia, who are most nearly concerned, in any expense.

Recommendation No. 10.

The Type A Approach lighting at present existing at Piarco Aerodrome is considered adequate by D.C.A. Trinidad. However, it is possible that the study of meteorological data called for in this recommendation can be made in conjunction with the Met. Office here without having to set up any special technical investigation. It is unlikely that any expense will arise, even if we find we have to ask Trinidad to assist.

Recommendation No. 13.

The provision of suitable equipment as recommended is now under consideration for British aerodromes generally. There can be no question of any expenditure at any particular aerodrome until it has been found whether suitable equipment can be provided.

RAC COMMITTEE.

RAC COMMITTEE.

Recommendation No. 6.

This recommendation was accepted by States including the United Kingdom and by the Air Navigation Commission and is due to be implemented "as soon as practicable and in any case not later than 4 months after its publication in the Consolidated Supplementary Procedures (DOC 7030) and despatch from Montreal" (para. 1.1. of Recommendation No. 8 of Sub-Committee I as amended by the President of the Council). In the circumstances, we feel that the D.G.C.A. in his report of 10th January, 1952, to the British Guiana Government has rather underestimated the importance and urgency of the requirement in his comment that the recommendation is "worthy of further consideration".

Recommendation No. 1.

We would like particularly to know whether the British Guiana authorities have begun the necessary consultations with the French and Dutch on the question of the extension of the Georgetown FIR to cover French and Dutch Guiana. As noted below this will have repercussions on search and rescue responsibilities.

Recommendation No. 4.

We understand that the acting CCA in British Guiana has expressed a hope of being able to extend the present Atkinson Field Control Zone to form a Control Area over the Northern part of British Guiana. This proposal has not, apparently, taken into account the long term proposals contained in the Recommendation.

SAR COMMITTEE.

The area over which British Guiana would be responsible for providing search and rescue facilities depends, of course, on the outcome of the consultations between British Guiana and the Dutch and French authorities regarding the extension of the FIR.

A.C.S.

A.

para 4 p. 23. calls for reply.

pp to Controller of Communications & C.M.O for observation

B.

[Signature]
27/8

Controller of Communications

C.M.O.

Acq. pt.

[Signature]
27.8.

C.

H.C.S.

The recommendations are made to States.

We are not a State but a Colony

It was recommended that we are part of F.I.R.,
Comodoro Rivadavia & Punta Arenas.

Therefore the implementation of these recommendations
lies with the Argentines & Chileans & do not apply
to us.

John P. Blair

D.H.M. 27/IX/52

D.

A.S.M.

Have you the enclosures (7) listed on
22, pt.?

W.H. for G.S.

H.C.S.

yes. Doc 7206, SAM/SAT/GC. 1/9/52

to --- 7212 --- --- ---

attached

John P. Blair 27/IX/52

A.H.M.

C.M.O.

H.C.S.,
(Thro' S.F.).

The Meteorological report (Doc.7210) follows up the 1947 proposals received under cover with 1 of Met 103 attached.

2. The immediate new commitments for the Falklands are not important:-

1. The Camp stations should report 4 times daily (Recommendation No.1 and Supplt. A) but this is out of the question. At best, we might get four west stations to report on alternate days in the afternoons so that two afternoon reports would be available daily.
2. We should start an 0600 GMT collective message as soon as possible (Recommendation No.2), but this involves extra staff in Stanley and at Bases and I suggest that it should await the more ambitious proposals for 3-hourly collectives (Recommendation No. 3).
3. I doubt whether we can increase pilot balloon ascents (Recommendation No.10) and there are no plans for a Radio Sonde station at Grytviken (No.11.4) - in any event the U.K. delegation reserved on this. It was intended to establish a R/Sonde station at Argentine Islands in 1954 but this is in abeyance (we expect more details next mail) - however ICAO's recommendations about Grytviken add weight to our intentions.

See FIDER 46
in 0284/51.E

3. The long-term proposals include the broadcast of 3-hourly synoptic messages (No.3) and the report states that Argentina intend to start these during 1952. This will no doubt include the Argentine Bases in the Antarctic (though these are not specifically mentioned) and it would be as well, politically, if we are not left too far behind in this respect? To implement the proposals it would be necessary to:-

- i) Train Bases observers to transmit their own 3-hourly observations to control base (Deception).
- ii) Increase to 2 W/T operators (and 2 or 3 transmitters) at Deception,
- iii) Increase from 2 to 4 locally entered W/T operators at Stanley Met. (i.e. by recruiting 2 apprentices).

Hence, if implementation were planned for January 1954, a decision would be necessary before the end of this year, so that apprentices could be recruited by January 1953. However, I recommend caution, because S/F has had serious difficulty with recruitment for Bases this year, and the provision of even one extra operator may be an impossibility. I suggest an interim reply to the effect that the proposals are being considered.

4. So far as met. is concerned, the reply to para. 4 on 23 would therefore be:-

- i) [No. I and Supplement A:

Implemented at Stanley, Grytviken, Signy Island, Admiralty Bay, Argentine Islands; also at Hope Bay which was included in recommendations of the Rio July 1947 meeting (S. of S. Despatch No. 15 Colony at Met 103/1) but not reiterated in current proposals.

Impracticable at auxiliary stations Port Stephens,

/Fox Bay

Fox Bay, Pebble Island and Darwin where only part-time observers are employed.

ii) No. 2:

Implemented except that the 0600z messages are broadcast as "Retards" with the 12z messages. Earlier broadcast would entail increases of staff and can only be contemplated in conjunction with other extension of services (c.f. No.3).

iii) No. 3:

Intermediate observations already made at main stations (see list at i) but broadcast of messages would entail extra staff. Consideration is being given but implementation impossible, in any event, before January 1954.

iv) No. 10:

It is impossible to increase beyond 3 ascents at Stanley (unless staff was increased in connection with No.3) but a more regular programme of ascents should be possible with the assistance of the R/Sonde section and will be discussed d/o with the Meteorological Office.

High average cloud cover renders is impossible to make regular ascents in the Antarctic and Bases are therefore instructed to make one ascent every 24 hours, whenever possible. Grytviken and Argentine Islands have appreciably less cloud than other stations and it is proposed that the latter should be substituted for Signy Island, which offers less opportunity for pilot balloon work and is, in any event, very close to the Argentine station on the South Orkneys which is also listed in the ICAO recommendation.

v) No. 11.1:

Implemented by Meteorological Office Radio Sonde section.

vi) No. 11.4:

a radio sonde station at S. Georgia cannot be contemplated
at present (see para 4)
The position reported in para 4 ~~regarding a R/Sonde station at Grytviken is unchanged.~~
of my tel. FIDEP 76 (6 of Met 1030).

5. Incidentally Rec. No.8 (Page 23 of Doc. 7210) makes it all the more important that we should continue to get our observing staff from the Air Ministry and not fall back on ~~xxx~~ general assistants recruited by Crown Agents.

6. It will also be obvious that an extension on the lines of recommendations 2 and 3 would put the Stanley Office in a much better position for local forecasting (particularly for the aircraft) but the service would, in fact, still be limited by local reports available from Camp stations (we could not expect more than 2 per day, at the outside).

ii) the increasing admin. work for myself which means in effect that only two forecasters are available in summer and one in the winter (due to incidence of U.K. leave).

7. Re 26C from H/M I feel confident that HMG will have ratified the ICAO agreement on behalf of the Falkland Islands (c.f. back page of W.M.O. Convention CMD 7989 attached to back of Met. 103) and that we are therefore bound to take note of all the recommendations put forward.

G.H.
4.9.52



C.S.

Please see C.M.O's minute at pages 27 and 28.

'X' on page 27. Telegrams from C.A. indicate that there are few applicants for FIDS this year. We should therefore wait to see how things work out before planning for 1954. It may be necessary to reduce activities during 1953.

'Y' on page 28. This point has been impressed on C.A. and Government through

FIDS p/1/561 FIDED 47 of the 9th August.

J.K.C.
5/9.

Spoke Cmo.
BU. 20/X/52

W.S. Regret delay in dealing with this.

With the kindly assistance of Cmo, the draft reply to (22) at G.C. is s. p. c. p.

S.
27/12.

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.
To: The Secretary of State for the Colonies.
Date: 30th December, 1952.

No. 244 SAVING CLOUDY.

22

Your Circular 640/52. South American/South Atlantic Regional Air Navigation Meeting.

Documents have been studied and I am advised that because of the very restricted nature of the local air service and that there are no international air lines visiting or operating over this territory, the recommendations are largely inapplicable.

As you are aware the local air service operates on a restricted scale only and the expense of ground aids and other facilities would be prohibitive and are not contemplated.

In so far as Document 7210 (Report of the Meteorological Committee) is concerned I appreciate this has a wider application and the recommendation contained therein will be met as follows. The position is summarised below in accordance with paragraph 4 of your despatch under reference:-

Document 7210, S.A.M/S.A.T/A.E.T.

No. 1 and Supplement A:

Implemented at Stanley, Grytviken, Signy Island, Admiralty Bay, Argentine Islands: also at Hope Bay which was re-opened this year.

Impracticable at auxiliary stations Fort Stephens, Fox Bay, Pebble Island, and Darwin where only part-time observers are employed.

No. 2:

Implemented except that the 0600z messages are broadcast as "Retards" with the 12z messages. Earlier broadcast would entail increases of staff and can only be contemplated in conjunction with other extension of services (c.f. No. 3).

No. 3:

Intermediate observations already made at main stations (see list at No. 1 and Supplement A above) but broadcast of messages would entail extra staff. Consideration is being given but implementation impossible, in any event, before January 1954.

No. 10:

It is impossible to increase beyond 3 ascents at Stanley (unless staff was increased in connection with No. 3) but a more regular programme of ascents should be possible with the assistance of the R/Sonde section and will be discussed deal-officially with the Meteorological Office.

High average cloud cover renders it impossible to make regular ascents in the Antarctic and Bases are therefore instructed to make one ascent every 24 hours whenever possible. Grytviken and Argentine Islands have appreciably less cloud than other stations and it is proposed that the latter should be substituted for Signy Island, which offers less opportunity for pilot balloon

work

See 32

work and is, in any event, very close to the Argentine station on the South Orkneys which is also listed in the I.C.A.O. recommendation.

No. 11. 1: Implemented by Meteorological Office Radio Sonde Section.

No. 11. 4: A Radio Sonde station at South Georgia cannot be contemplated at present see paragraph 4 of my telegram FILED 76 of 1951.

6 JAN MET 1030

OFFICER ADMINISTERING THE GOVERNMENT.

PS

END.

DECODE.

TELEGRAM SENT.

32

From SECRETARY OF STATE to GOVERNOR

Despatched : 31.7.57. Time : 1650 Received : 1.8.57. Time : 1100

30

No: 98. Your savingram No: 244 of 30th December, 1952. Second International Civil Aviation Organisation, South America/South Atlantic regional air navigation meeting.

Above meeting will be held during October/November 1957 at Sao Paulo, Brazil. I understand Met. Office have shipped copy of agenda direct to you and have asked for comments on certain points for the U.K. delegation brief. Subject to your concurrence (and following practice for first meeting) I do not propose to refer draft U.K. brief to you for prior comments but will forward in due course copy of final brief and later report of meeting.

2. Grateful also to know whether you are content as last time U.K. delegation should represent Colony and Dependencies without assistance from F.I. representatives (your tel. 148 of 28th June, 1951).

f163
in 0124/II

SECEP.

GTC : PT

Reply at 34

Y.E.

J. 32.

I think probably there is a bit of a row going on the other end!

We have had nothing - nor has C.M.O. and the papers are probably in this mail.

The usual procedure in these cases is of course to leave the matter in the hands of the U.S. delegation. The delegation will certainly include Met. Office representation and the Met. Office should be well briefed on what we are doing and what we can do as they now have their own people out here. And I think it will only be the Met. aspects that are likely to concern us.

In the circumstances I suggest we -

- (i) Concern with the S.F.S. proposals
- (ii) Have a look at what the Met. Office have apparently sent us and then tell the S.F.S. if there is anything we don't like. The only real danger, I think, is that the U.S. delegation may overlook the fact that we are already fully committed - but I doubt whether we shall really be much concerned.

Don't telegraph at. b.c. for your approval.

B.G.F.
1.8.57.

RA

9057

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 12.8.57. Time : 1100 Received : Time : :

32

No: 117. Your telegram No: 98. Second International Civil Aviation Organisation. South America/South Atlantic regional air navigation meeting.

I concur with your proposals with regard to U.K. brief and later report of meeting. I am quite content to leave our representation in hands of U.K. delegation.

GOVERNOR.

GTC : PT

10/8

See

35

Note.

C.M.O. has now received a copy of the brief. The Met. Office letter contains very little other than a request for certain factual information (e.g. stations and schedules and services). This C.M.O. is forwarding.

N.F.A.

W.H.L.
21.8.57.

Saving

From the Secretary of State for the Colonies.

To the Officer Administering the Government of

Date 30 January 1958No. 12 Saving

34 Your telegram No.117 of the 12th August, 1957.

2nd. I.C.A.O. South American/South Atlantic
Regional Air Navigation Meeting.

37

I enclose a copy of the Report of the United Kingdom Delegation to the Meeting. A copy of the Final Report of the Meeting published by I.C.A.O. will be forwarded as soon as it becomes available here.

2. I regret that a set of the actual final briefs issued to the U.K. delegation is not readily available but I imagine that the enclosed Report will be all that you will in fact wish to see at this stage.

See 41
SECEP.

See 44

3

MINISTRY OF TRANSPORT AND CIVIL AVIATION

ICAO 2ND SAM/SAT REGIONAL AIR NAVIGATION MEETING

SAO PAULO, BRAZIL

October/November 1957

U.K. DELEGATION REPORT

Directorate of Overseas Navigational Services
December 1957

AONS.1/8/013

1. Duration of Meeting and Attendance

- 1.1 The first Plenary Meeting of the General Committee convened on Tuesday, 22nd October and the closing meeting was held on Saturday, 16th November, 1957. The meeting was attended by 15 Contracting States and 3 International Organisations, representation being as follows:-

Contracting States

Argentina, Brazil, Chile, Colombia, Denmark, France, Netherlands, Paraguay, Peru, Portugal, Spain, U.K., U.S.A., Uruguay and Venezuela

International Organisations

IATA, IFALPA, WHO

2. Conference Arrangements and Services

- 2.1 The Conference site was at Ibirapuera Park which, although it offered a satisfactory site for the meeting, was an inconvenient distance from the town and hotels and much time was therefore spent in travelling to and from the meeting. Accommodation at the site was fairly spacious; no provision was, however, made for delegation offices.
- 2.2 The Conference services were generally efficient and satisfactory, with the one exception of documentation. The production of Working Papers was slow and when they appeared they were invariably liberally sprinkled with mistakes. The reason for this shortcoming was not clear, but was probably due to the lack of experience of the locally employed staff in this type of work. Although the poor documentation was at times irritating and frustrating, it did not have any serious affect on the deliberations of the meeting.
- 2.3 The ICAO Secretariat provided a suitable number of technical officers and each Committee was properly complemented.

3. Composition of Delegation

- 3.1 The U.K. delegation was composed as follows:-

Mr. E.L.T. Barton	Leader of Delegation
Mr. V.E. Canacho	Delegate
Mr. J. MacDougall (B.O.A.C.)	Adviser
Miss H.M. Hitchcock	Secretary

- 3.2 This delegation proved to be quite inadequate in size and although the delegation was fortunate in having the assistance of a B.O.A.C. Adviser who worked whole-time with the U.K., it was quite impossible to cover the work of the various Committees and Working Groups satisfactorily with a strength of three. The delegation was hard-pressed throughout the conference and even though a considerable amount of extra work was put in outside conference hours, they were still faced with a well-nigh impossible task to keep abreast of events. The conference produced over 120 Working Papers, innumerable Discussion Papers and a 400-page Final Report and whilst it is true that not all the material contained in this mass of documentation was of specific interest to the United Kingdom, an attempt had to be made to study all of it to ensure that no matters of importance were missed. In the final week of the conference the delegation was unfortunately reduced to one delegate and a secretary owing to the fact that the Leader of the delegation and the B.O.A.C. Adviser had to return to the United Kingdom because of other commitments.

- 3.3 As a result of our experience at this meeting we have no hesitation in strongly recommending that the United Kingdom should not in future attempt to undertake a Regional Meeting with a delegation so limited in size. It is quite clear that if we are to play an effective part in the conduct of Regional Meetings, we should, as a minimum, provide one delegate to cover each Committee. Whilst it is appreciated that at some Regional Meetings the United Kingdom may not have a particularly strong regional interest, it is nevertheless true to say that, as one of the leading aviation nations of the world, we are expected to play a full part in such meetings and to do this it is necessary that we should put up delegations of sufficient size to carry out this task and maintain our standing within the ICAO framework.

4. Organisation and Conduct of Meeting

- 4.1 This meeting followed the current pattern of Regional Meetings, breaking down into five Committees, namely, Sub-Committee 1, AGA, MET, RAC/SAR and COH, these Committees further breaking down into a number of Working Groups.
- 4.2 Throughout its duration the meeting was conducted in a most friendly atmosphere and even when disagreements arose, these were pursued in an amicable fashion. On occasion a certain amount of time was wasted and some frustration caused by the lack of technical knowledge on the part of certain delegations who had to be educated in the elementary groundwork of certain subjects.
- 4.3 During the course of the meeting we formed a good working liaison with the United States delegation and also found that the Danish and Dutch delegations usually took the same view of things as the U.S.A. and ourselves. It was also helpful to us that on most things, the IATA position appeared to be fairly close to our own. The South American States tended to form a Latin-American bloc led by Brazil and Argentina who, on more than one occasion, appeared to receive support on grounds of emotion rather than those of common interest.
- 4.4 No real controversy of a political nature arose, although we did encounter some slight difficulty with Chile over Antarctic territory and this point is expanded upon in the section of the report dealing with the RAC Committee.
- 4.5 Prior to the meeting the Council had, as a result of Assembly Resolution A10/23, suggested that at this meeting delegations should be invited to provide estimates of the time required and the costs involved in providing the recommended facilities in their territories. This subject was lightly touched upon at the outset of the meeting and was again referred to towards the close, but so far as is known, no State accepted the invitation to provide the information sought by ICAO.

5. Result of the Meeting

- 5.1 The meeting can be described as generally satisfactory, although it remains to be seen to what extent the new Plan will be implemented by the States of South America. From the U.K. point of view, the main points of our brief were met and there are no commitments resulting from the meeting which should cause us any difficulties. The major matters of interest arising in the various Committees are reported briefly in the following paragraphs.

6. SUB-COMMITTEE I

- 6.1 Sub-Committee I was charged specifically with Agenda Items 1, 2 and 3 and additionally was responsible for general supervision and co-ordination of the work of other Committees.

- 6.2 Agenda Item 1 was the statement of operational requirements for the region and this followed the normal pattern and is satisfactory from the United Kingdom's point of view.
- 6.3 Agenda Item 2 dealt with AIS and the Committee made various recommendations for the production and distribution of AIPs and Notams throughout the area. The Committee also made recommendations for the production of the necessary aeronautical charts, including aerodrome obstruction charts. Tables were also prepared showing the necessary exchange of aeronautical information and as far as this aspect is concerned, there were no requirements on U.K. territory additional to those proposed at the 3rd Caribbean Meeting.
- 6.4 Agenda Item 3 - Altimeter Setting Procedures. This proved to be the most contentious item at the meeting since the South American States are quite adamant in their refusal to accept for use in this region the standard procedures adopted in other regions. The meeting endeavoured to evolve a standard system for use throughout the area and two proposals were put forward, one by Brazil and the Argentine advocating a procedure based on a metric system of separation of 150 metres, while the second proposed by IATA, although quoted in metres was, in fact, based on a 500 ft. separation standard. The IATA proposal was supported by U.K., U.S.A., Netherlands and Denmark mainly on the grounds that it would avoid awkward transition procedures at adjoining boundaries with other regions. After a lengthy debate, the question was eventually put to the vote and the Brazilian/Argentine proposal was carried by 6 votes to 4 with one abstention. Following on this action a proposal was then made by the South American States, supported by France, that this procedure, which had only been considered in the context of the SAM region, should be extended for use in the SAT region. It was pointed out by the U.K. and others that a similar recommendation concerning SAT had been made at the 1st SAM/SAT Meeting and that this recommendation had been rejected by the Council of ICAO on the grounds that under Article 12 of the Convention only ICAO standard procedures could be applied over the high seas. Despite this argument the matter was once more put to the vote and once again the South American States had their way. As far as the United Kingdom is concerned, whilst the results forthcoming on this agenda item are not to our liking, the main point of the U.K. brief was nevertheless achieved in that at the instigation of the U.K. the Northern part of the Continent of South America, namely, Colombia, Venezuela and the Guianas were excluded from these procedures on the grounds that it would be more appropriate for them to observe the CAR procedures, which follow the ICAO standard and British territory is not, therefore, affected by this decision of the meeting. The final action of the Committee on this subject was to recommend a supplementary procedure to allow for aircraft transiting from an area using flight levels based on a 150 metre interval to flight levels based on a 500 ft. interval. The object of this procedure is to create a buffer of airspace on either side of the boundary between regions using the different systems and to give aircraft a greater vertical separation within this buffer area.
- 6.5 An additional point of interest in the material produced by Sub.I is the fact that the Committee saw fit to reiterate Recommendation No. 11 of the 1st SAM/SAT Meeting urging States of the importance of fulfilling their obligations under the Regional Plan on a non-discriminatory basis, and also stressing strongly the need to avoid duplication of facilities and services.

7. AGA COMMITTEE

- 7.1 On this occasion the AGA Committee adopted something of a new format in the preparation of their Report, in that in listing the aerodromes, an attempt was made to say whether or not the aerodrome was satisfactory

/in its

in its present state for the traffic which would use it. Of particular interest was Recommendation 4/3 which concerns the development of aerodromes to meet the need of future aircraft. At previous meetings it has merely been assumed that the aerodrome should be developed to meet the full weight requirements of the critical aircraft listed against it; on this occasion, however, the Recommendation states that the aerodrome should provide a runway length and strength sufficient to meet the operational requirements of the critical aircraft listed for regular use, as agreed upon by the aircraft operators and the aerodrome provider. The Recommendation goes on to say that in making this determination, consideration be given to the stage lengths involved and all other relevant operating factors and also stresses that excessive demands for runways resulting from an over-statement of requirements based on maximum gross weight should be avoided. The other recommendations of the AGA Committee followed the normal pattern of past regional meetings, except that that dealing with rescue and fire services stressed that particular attention should be given by States to the material produced by the 6th Session of the AGA Division.

- 7.2 The Recommendations of this Committee have no effect on U.K. territory since no British aerodromes were listed in the SAM/SAT Plan. Those aerodromes such as Georgetown and Trinidad, in or bordering on South America were regarded as having been fully covered by the 3rd Caribbean Meeting and were not therefore reconsidered here. From the general point of view, however, the recommendations of the AGA Committee are considered satisfactory in that they show a move towards a more realistic approach to this subject than has been evident in the past, and some of the recommendations, in particular Recommendation 4/3, may serve as a useful precedent at the forthcoming EUMED Meeting where U.K. aerodrome interests are more vitally concerned. A further point of interest arising from the deliberations of the AGA Committee was the fact that the United States refused to give any figures whatsoever in Table AGA I relating to the Boeing 707 or the DC8; this was done on the basis that the performance codes for these aircraft have not yet been decided and that, therefore, any figures quoted for their runway length requirements could only be a guess. The net result of this was that the aircraft were removed in toto from Table AGA I and we have the somewhat illogical position that, although both these aircraft appear as the critical aircraft against a number of aerodromes, no indication of their requirements is given anywhere in the document.
- 7.3 At the end of its meetings the AGA Committee held a one day Symposium on a quite informal basis to discuss aerodrome problems generally. One of the subjects discussed was bearing strengths and it was of interest to note here that a number of the South American States seemed to have a strong preference for the LCN system rather than the CAA system. Brazil stated that they had every intention of using the LCN system and it appeared that Argentina intended to do the same. It is probable that if, in fact, these two major States of South America adopt the LCN system, that the smaller States in South America will follow suit.

8. RAC/SAR COMMITTEE

- 8.1 The RAC Committee reviewed the existing plan for air traffic services in the region and made recommendations for a series of FIRs, UIRs and Control Areas and Upper Control Areas.
- 8.1.1 FIRs: As far as this aspect was concerned, the process was mainly a tidying-up of the previous Plan and the main point of interest was the fact that at the instigation of the Portuguese, the Sal FIR was abolished. The Portuguese Delegation sprung this as a surprise at the meeting and made

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their request on the grounds that few aircraft used Sal and that there was no justification, therefore, for maintaining the Sal FIR. Somewhat surprisingly, the meeting acceded to this request without much argument and having done so was then faced with a re-arrangement of the Oceanic FIRs in order to fill the gap left by the removal of Sal. It was recommended that the airspace formerly occupied by the Sal FIR should be absorbed by increasing the Santa Maria FIR, the San Juan and Zanderij UIRs, the Comorics FIR and the Dakar Oceanic FIR. As a result of this arrangement there is a gap beneath the San Juan and Zanderij UIRs, since the San Juan, Rochambeau and Piarce FIRs were not extended. It was proposed at one time that the Piarce FIR should be extended a considerable distance eastward. The U.K., however, argued against this on the grounds that there was practically no traffic flying in this area and that Piarce would merely be assuming responsibility for a further large area of airspace without real reason. This view was accepted by the meeting and it was agreed that any difficulty could be overcome by recommending that a supplementary procedure should be evolved to provide for the occasional flight that might cross the area below a height of 17,000 ft. An additional point of interest was that, at the request of France, the Dakar Oceanic FIR was included in the SAM/SAT Region with the consequent result that in future SAM/SAT supplementary procedures will be applicable in this FIR. This will not, however, affect flights along the African coast since the Dakar FIR was extended westward to cover this point.

- 8.1.2 It was in this Committee that some slight political difficulty arose between ourselves and Chile. The Chileans proposed that their Punta Arenas FIR be extended South, terminating at the South Pole. This was purely a political move, since there was no call upon operational grounds for a FIR in this region. The FIR, as proposed by Chile, covered a large portion of British Antarctic territory. The United Kingdom, with the support of the U.S.A., opposed the extension of this FIR on the grounds that it was not required on operational or technical grounds. The Argentine Delegation also was not happy with this proposal, since they also have conflicting territorial claims with ourselves and Chile in this area. After a protracted debate, a compromise was finally agreed on whereby neither the Chilean Punta Arenas FIR nor the Argentine Comodoro Rivadavia FIR should be delineated on a map, but merely that an arrow should point South from each of them with the phrase "extending South to include Chilean/Argentine Antarctic territory". This matter was fully reported back to the U.K. by signal at the time it occurred.
- 8.1.3 UIRs: The meeting agreed upon a system of UIRs and recommended 7 covering Brazil, The Argentine and Chile. On this subject the meeting made a recommendation that ICAO should convene two special meetings, not later than December 1958, of States within South America with the object of completing the Plan for the UIR structure over the SAM/SAT Region.
- 8.1.4 CTAs: There was strong pressure from IATA that Area Control services should be instituted throughout the entire airspace covered by the FIRs, with the exception of the airspace existing below the lower limits of the CTAs. It was recognised, however, that the existing density of traffic and its channelling in distinct routes in certain areas did not warrant such provision in all cases and recommendations were formulated accordingly. Although it was pointed out that

/Area

Area Control throughout large Control Areas was not really practicable until such time as the necessary navigational aids were available, the IATA view nevertheless prevailed. Although no doubt unintentional, the IATA case throughout this debate seemed to lend strong support to the use of an area coverage navigational system rather than a point-source system. Indeed it is difficult to see how, over the jungle and vast uninhabited areas of the South American Continent, it would be possible to deploy a sufficient number of point-source navigational aids to achieve positive air traffic control. On the question of Upper limits to the CTAs, no general agreement was reached and the limits set vary from area to area.

- 8.1.5 UTAs: The meeting felt that until experience had been gained with turbine-engined aircraft, it was premature to establish any comprehensive plan for Upper Control Areas. It was agreed, however, that the recommendations of the previous meeting for UTAs in Natal and Rio de Janeiro should stand and that a recommendation should be made for two new UTAs to be created, namely, Belem and Porto Alegre.
- 8.1.6 Airways: The Airways appearing in the current plan for the region were not disturbed, but a further number of Airways were added.
- 8.1.7 Air Traffic Advisory Service: As an interim measure, pending the establishment of Area Control services, it was agreed that Air Traffic Advisory Service should be provided in the Natal and Dakar Oceanic FIRs.

8.2 SAR

- 8.2.1 As a general principle it was agreed that the search and rescue areas should correspond with Flight Information Regions, but minor deviations from this principle were made where necessary. The desirability of including Rescue Sub-Centres in the Plan was considered, but it was felt that to specify them individually would lead to a loss of flexibility and, therefore, no Sub-Centres were specified. The Committee made the normal pattern of recommendations on SAR and stressed the need for the co-ordination of SAR facilities and pointed out the advantages in States pooling their SAR facilities.
- 8.3 In general, the outcome of the RAC/SAR Committee is acceptable to the United Kingdom and no British territory is affected by the recommendations, since it was agreed that both the Flight Information Regions and Search and Rescue Regions of Piarco and Georgetown were more proper to the CAR Region and had been fully considered at the 3rd CAR Meeting.

9. COM COMMITTEE

- 9.1 The Report of the Committee is generally satisfactory to us and no unacceptable commitments regarding British territory resulted from the meeting.
- 9.2 Fixed Services: In developing the AFTN Plan for the region, the planning was based on only one stage of implementation, rather than an interim and final stage as has been the practice at certain other Regional Meetings. It was considered that a gradual transition from the existing AFTN/AFS facilities to the new plan would meet immediate requirements, whilst future requirements will be satisfied when the Plan reaches an adequate degree of implementation.

- 9.3 In so far as direct U.K. interests are concerned, the only circuit affecting British territory is a recommended RTT circuit Port-of-Spain/Rio. It was further recommended that this circuit should be in operation during the first quarter of 1959. These recommendations are acceptable to the U.K. since the circuit in question is already the subject of a C&R recommendation with an implementation date of May 1957.
- 9.4 The meeting also approved, as part of the AFS, the use of a number of existing supplementary networks until such time as the AFTN was fully capable of meeting the transit time requirements. Whilst the use of such networks does not accord with general U.K. policy, no objection was voiced, as in this region it is probably the only way in which the requirements could be met for some considerable time to come.
- 9.5 AFS networks other than the AFTN were approved as part of the aeronautical fixed services required for international civil aviation in the region, and it was recommended that States should make every effort to transfer a number of these networks from radiotelegraphy to radiotelephony operation, the date of transfer to be co-ordinated through ICAO. It should be noted that a number of these networks were reserved solely for ATS, SAR, MET and Notam purposes.
- 9.6 Transit Times: The operational requirement stated that messages of high priority (SS, DD and FF) should have a transit time of 10 minutes up to 1960 and 5 minutes after that date. In dealing with this item, the COM Committee considered the requirements in the light of the criteria developed by 6th COM and framed their recommendations accordingly.
- 9.7 Aeromobile: It was recommended that radiotelephony be adopted as the sole means of communication and that States should withdraw, as soon as possible, radiotelegraphy facilities still existing in the region.
- 9.8 The meeting developed a comprehensive plan for HF en-route communications and also recommended that the widest possible use should be made of VHF channels for en-route communications. It was recommended that VHF should be the primary means of communication for terminal area communications and a plan was developed to this end.
- 9.9 The question of Velmet broadcasts was debated at length, with some South American States, in particular Argentina, pressing hard for their inclusion in the Plan. This proposal was, however, finally defeated and it was agreed that the transmission of meteorological information to aircraft in flight should be made on a request/reply basis. Some difficulty also arose over the inclusion of the distress frequency 121.5 Mc/s. in the Plan. Brazil, for reasons not very clear to anyone else, strongly opposed the inclusion of this frequency, arguing that the requirement could be adequately met by other channels. In the long run, the majority view prevailed and a recommendation was made including 121.5 Mc/s. in the Plan.
- 9.10 Another point of interest was that a recommendation was made encouraging States to develop and introduce selective calling devices.
- 9.11 Radio Aids to Navigation: The Nav aids Plan was developed jointly by a Working Group of Sub.I, RAC and COM. No recommendations were made concerning a long-range navigational aid or distance measuring equipment, although passing reference was made to both these subjects in the statement of operational requirements. The meeting evolved a full-scale Nav aids Plan, based upon NDBs and VORs. The plan is

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satisfactory from the U.K. point of view and no facilities were recommended for British territory over and above those accepted by the U.K. at 3rd CAR. Recommendations were also made for the installation of ILS at a number of South American aerodromes.

9.12 Operating Practices and Supplementary Procedures: In dealing with both these agenda items the Committee paid close attention to the results of the 6th COM Session and largely based their work on the material produced by that meeting.

10. MET COMMITTEE

10.1 Unfortunately there was no MET specialist on the delegation and this fact, together with our limited numbers, meant that we were unable to devote as much attention as we would have liked to MET questions. The delegation nevertheless made every effort within its capabilities to look after U.K. interests, and immediately upon our return the MET Report was passed to the Met. Office for their examination and advice. This examination has shown that in the main the results are satisfactory so far as the U.K. is concerned. There were, however, three points about which the Met. Office were not too happy and we have, therefore, written to our member on ANC briefing him on these points and asking him to take them up when the Report of the Meeting is reviewed by the Commission.

10.2 Perhaps the item of most general interest concerning MET was the arrangement for the exchange of operational Met. information. At past meetings this has been a separate agenda item and has been carried out by an OPS/MET/COM Working Group. On this occasion, however, it was included on the MET Committee Agenda to be developed in accordance with a general operational requirement stated by Sub.I. The Sub.I statement to the MET Committee followed very closely to the recommendations of the 3rd ANC on this subject. The U.K. delegate had a long and very detailed brief on this subject suggesting a number of amendments to the 3rd ANC proposals. The majority view was, however, that the general requirements evolved by 3rd ANC were acceptable without amendment and the Meeting should, therefore, only be required to determine values for 'X' and 'Y'. In making the various suggestions contained in our brief for amendment to the 3rd ANC conclusions, the U.K. virtually played a lone hand, and whilst a few of our suggestions found favour, the majority fell through a complete lack of support. The main tenor of our brief was that anything that was decided on the subject should be on a purely regional basis and should not be done in such a fashion as to set a precedent for other Regional Meetings. This objective was achieved since all the recommendations relating to this subject are clearly regional in nature and cannot, therefore, be logically used as a precedent for any other region.

E.L.T. Barton)
V.E. Camacho) Delegates

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P.A.L.

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Saving

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 7 February 1958

No. 15 Saving



36
My savingram No. 12 of the 30th January, 1958.

2nd International Civil Aviation Organisation South American/South Atlantic Regional Air Navigation Meeting.

Further to my savingram under reference, you may like to have on record the enclosed copy of the SAM/SAT Region Air Navigation Plan (Doc. 7800) which has recently been published by I.C.A.O.

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COM.176/316/03

Saving

From the Secretary of State for the Colonies

To the Officer Administering the Government of FALKLAND ISLAND

Date 21 April, 1958.

No. 33 Saving.

36. My savingram No.12 of the 30th January, 1958.

2nd I.C.A.O. South American/South Atlantic
Regional Air Navigation Meeting.

at o.c.

I now enclose a copy of the official Final Report of the Meeting, published by I.C.A.O. as Doc.7841, SAM/SAT/II, together with Corrigendum No.1 thereto and Supplement No. 1 recording the action of the I.C.A.O. Council on the Meeting's Recommendations.

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Savingram

From the Secretary of State for the Colonies.

To the Officer Administering the Government of

FALKLAND ISLANDS

Date ~~COM 176/316/03~~ 10 JUL 1958



Colonial Office Reference COM 176/316/03

With reference to despatch my savingram No. 33 44
your telegram

of the 21st April 1958, I enclose, for your information, consideration, a copy of the paper noted below. observations.

SECR

Originator and date	Subject
48	Copy of Supplement <u>No. 2</u> to Doc 7841 2nd SAM/SAT Regional Air Navigation Meeting

6
from 6/8/58

Savingram

0935

48
C.O. 1

From the Secretary of State for the Colonies.

To the Officer Administering the Government of Falkland Islands

Date 22nd August 1958

No:

87

Colonial Office Reference COM. 342/316/03

Your reference

With reference to

my

~~xxxxxx~~ savingram No.

15

of the 7th February 58, I enclose, for your information, ~~xxxxxx~~, a copy of the paper noted below. ~~xxxxxx~~

SE CER

Originator and date	Subject
1 Copy of Doc 7800/2 I.C.A.O.	Air Navigation Plan South American/South Atlantic Region.

DCA.

49

48. I think the enclosed
at we might be better stored in
a safe place in your office, rather
than at the back of this file. If you
agree pl. withdraw.

Don for. S.
1/10/58

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D.R.M. / I have removed Doc 7800/2 as
this is the only one I do not possess.

~~1/10/58~~

Don W
7/10/55



0935

S A V I N G

From the Secretary of State for the Colonies

To the Officer Administering the Government of FALKLAND ISLANDS

Date 6 March 1961

No. 18 Saving

44 My savingram No.15 of 7th February 1958.

International Civil Aviation Organisation
South America - South Atlantic Region
Limited RAC/COM Regional Air Navigation Meeting, 1961.

I.C.A.O. propose to hold a Regional Air Navigation meeting for the SAM/SAT Region in November, 1961 at a site to be determined. This meeting will be limited to consideration of rules of the air, air traffic control and communications matters.

2. Subject to your concurrence, and following the practice for earlier SAM/SAT meetings, I do not propose to refer draft United Kingdom briefs to you for prior comments, but will forward in due course a copy of the final brief, and later a copy of the report of the meeting.

3. I should be grateful to know whether you are content that the United Kingdom delegation should represent the interests of the Falkland Islands and Dependencies at the meeting.

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 any comments 2

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Reply at 65

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at form 3 is quite satisfactory.

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F. I. ref: 0955

C. O. ref: COM 176/316/04

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 6th April, 1961.

No. 84. SAVING. COLONY.

59 Your Savingram No. 18 of the 6th March, 1961.

International Civil Aviation Organisation South America -
South Atlantic Region Limited RAC/COM Regional Air Navigation
Meeting, 1961.

I agree that United Kingdom Delegation should represent
the interests of the Falkland Islands and Dependencies.

GOVERNOR