

C.S.O.

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TRN/AVI/1 # 14

(Formerly)

0104/I

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4

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I

I

SUBJECT :

PROVISIONAL.

POST WAR DEVELOPMENT OF CIVIL AVIATION.

CONNECTED FILES.

NUMBER AND YEAR.

160

aving.

the Secretary of State for the Colonies.

Officer Administering the Government of FALKLAND ISLANDS

(COLONY)

Date 3 November, 1948

No. 1467 Saving.



Addressed :-

HIGH COMMISSIONER, WESTERN PACIFIC NO. 163.....

GOVERNOR, ST. HELENA NO. 93.....

My Circular Despatch dated 20th January 1947

Four-letter abbreviations for airports and telecommunication stations.

I am advised by the Ministry of Civil Aviation that the I.C.A.O. Document 4937 which lists these abbreviations is less satisfactory than the United Kingdom Notam series issued direct by the Ministry in which they are also contained.

I propose therefore not to send you copies of the I.C.A.O. Document. I am instead making arrangements for the Ministry to send you 2 copies of a consolidating Notam listing all abbreviations at present in use throughout the world which is being issued early in 1949, and of all amendments to it.

SECEP.

Handwritten initials

Handwritten signature and date

163 ~~163~~

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 28.6.51. Time: 1420. Received: Time:.....

2

No 148. Your telegram No 109. I.C.A.O. South Atlantic and South America Regional Air Navigation Meeting.

Content that U.K. delegation undertake representation of Colony and Dependencies on this occasion subject to comments on U.K. briefs which will be forwarded as soon as possible after receipt here.

OFFICER ADMINISTERING THE GOVERNMENT

C.M.B.

*G.I.P.O.
28/6*

*H.A.S.
Noted to
G.H.
29.6.*

*MANU...
B.M.
15/7/51*

G.T.C.
S.S.

161 4
DECODE.

No 67.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 16.6.51. Time: 1620. Received: 17.6.51. Time: 0900.

No 109. I.C.A.O. South Atlantic and South America regional air navigation meeting.

Council international civil aviation organisation has decided second regional air navigation meeting for these two regions shall be jointly held in October 1951 in South America and subjects to be discussed include facilitate aerodromes, communications, meteorology and search and rescue.

2. Briefs for United Kingdom delegation to meeting are now being prepared and I will forward relevant parts when available for your comments.

3. Subject to your comments on United Kingdom briefs particularly that part relating to meteorological service and communications therefor I should be grateful to learn whether you would wish a representative of the Falkland Islands to be attached to the U.K. delegation or whether you would be content that that delegation should undertake representation of Colony and its Dependencies.

Reply at 4

SECRETARY OF STATE.

G. T. C. - M. R. R.

Typed - S. S.

C. M. O.

To see Int'l by M. R. R. 18/6/51.

L 162

T.H.

H.E. has said (at 19c B.M.103 add.) that it is for consideration whether we should have a representative at meetings such as the ⁸⁻ However, Oct-March is our busiest time and I could not attend without prejudicing the present series for whales.

X I suggest that the UK delegation represents us this time (you may care to make a reservation for the future, which H.E. can follow up of his own writer?) and, if you agree, I will prepare notes for the next mail so that the delegation is properly briefed about our affairs.

G.H.

25.6.51

HCS

I agree with above. Pl p.v. Dept telegram accordingly
X above might wait until we get the stuff promised
in para 2 overleaf?

24/6/51

Draft at back cover, pl B 24/6. ✓ Issue

167

Circular Note

0104/11

FALKLAND ISLANDS
SECRETARY'S OFFICE
8 JUL 1951
FALKLAND ISLANDS

Transmitted with the compliments of
the Secretary of State for the Colonies, for
information and distribution, with reference
to his circular note of the 27 APR 1951 166

Handwritten signature

22 MAY 1951

110 JUL 1951

Colonial Office,

Church House, S.W.1.

168
C.M.O.

Do you require
pps at cover pt?

AC.S.
25.7.51

AC.S.

No Cl. byon. They are amendments to
Dec 1030, which we do not appear to
hold?

G.H.
31.7.51

AC.S.
Do you hold the document to
which pps at cover being pt?

AC.S.
31/7/51

AC.S. Yes - but we shall never have
time to keep them amended - & anyhow
they are of no interest - Spencer looks
through these amendments to see if they
concern us at all. AC.S.

A
H.M. Nevertheless I think it better that you should
withdraw the amendments for retention in your dept. p.

1609
A.C.S.
17/8/51

B
A.C.S. Filed in w.p.k.

18/8/51

C
H.M. you will probably ^{wish} to see the same
with enclosure to 170 now at cover?

1609
A.C.S.
13/9/51

A.C.S.

Noted C.Y.

1609
A.C.S.
17/8/51



CIRCULAR SAVINGRAM (2)

PRIORITY

From the Secretary of State for the Colonies

23050/3(7)/51
23050/11/51

11th October, 1951

SPECIFICATIONS FOR METEOROLOGICAL SERVICES
FOR INTERNATIONAL AIR NAVIGATION: METEORO-
LOGICAL TABLES FOR INTERNATIONAL AIR NAVI-
GATION

173

My priority circular savingram of the 23rd August (reference 23050/11/51) explained the major modification to the hitherto existing meteorological arrangements for international air navigation which would occur with the introduction, on the 15th October, 1951, of new meteorological Supplementary Procedures.

At cover

2. In paragraph 3 of that savingram I promised to forward copies of the new "Specifications for Meteorological Service for International Air Navigation" (Doc.7144 - MET/521) and of the new "Combined Meteorological Tables for International Air Navigation" (Doc.7155 - MET/522) as soon as they were available. Copies of these Documents have now been received from I.C.A.O. and are attached, with a covering note by the Ministry of Civil Aviation.

173

3. In the letter from the Secretary-General of I.C.A.O. enclosed in my circular savingram of the 23rd August, it was stated that the "Specifications" would be introduced on the 15th October, 1951, simultaneously with the new Supplementary Procedures. Contracting States were asked to notify to I.C.A.O. any differences to both Doc.7144 and Doc.7155 that might exist on the 15th October in their territories.

W

4. As will be seen from the Ministry's note enclosed in this circular the United Kingdom has notified a number of differences from the "Specifications" that will exist on the 15th October, 1951. It is manifestly impossible for Colonial administrations to notify differences by the same date, but I should be glad to learn as soon as possible whether you wish any differences from the "Specifications" to be notified on your behalf - either the same differences as those set out in the enclosed note, or others.

11 NOV 1951

No record of receipt

5. Document 5714 - MET/511 enclosed in my predecessor's circular savingram of the 6th January, 1949 (reference 23050/3(7)/48), should now be regarded as cancelled.

/6.

THE OFFICER ADMINISTERING

THE GOVERNMENT OF

THE FALKLAND ISLANDS.

77

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10005

6. This Circular has not been addressed to the Governments of Brunei, Antigua, Montserrat, St. Kitts-Nevis, the Virgin Islands, St. Helena, Seychelles, the British Solomon Islands, the New Hebrides, the Gilbert and Ellice Islands, Tonga, Dominica, Grenada, St. Lucia, and St. Vincent, or to the Development and Welfare Organisation in the West Indies or the Commissioner-General, Singapore. It has been sent to the High Commissioner, Federation of Malaya under cover of a separate despatch.

SE CER.

Copies sent to:-

Commonwealth Relations Office
Ministry of Civil Aviation
Meteorological Office

170

SPECIFICATIONS FOR METEOROLOGICAL SERVICES FOR INTERNATIONAL
AIR NAVIGATION (I.C.A.O. DOC 7144 - MET/521)

Basic Document

1. The Specifications for Meteorological Service for International Air Navigation as laid down in I.C.A.O. DOC 7144 - MET/521 supersedes with effect from 15th October, 1951 the Specifications contained in the existing I.C.A.O. DOC 5714 - MET/511.

Adoption

2. The United Kingdom has adopted the Specifications contained in DOC 7144 for use at meteorological offices serving civil aviation subject to the differences set out in the following paragraphs.

Differences

3. Part 2 Para. 2.11.1. Meteorological Summaries. These will not be entirely in accord with the specifications contained in Appendix 9. Details of our proposals for implementing Appendix 9 are given in para. 6 below.
4. Appendix 5. Documents furnished to Aircraft Commanders.
 - (a) Use of word 'Altitude'. The United Kingdom will continue to use the specification 'Height' above Mean Sea Level' instead of the specification 'Altitude', in order that there shall be no doubt as to the datum used in meteorological reports and forecasts.
 - (b) Para. 2.5.2(2). Aerodrome Forecast Form (A). The time of the synoptic map from which each aerodrome forecast was prepared will be omitted. It is not clear to which synoptic map this refers. It could refer to a partly completed map in its various stages or to a map which had been completely drawn up and analysed.
5. Appendix 7 Para. 4.2.1. Weather Minima. It will not be possible to carry out the provisions of this para., namely to take account of all the differing operators' limits for landing at aerodromes. A watch will be kept on meteorological conditions reported or forecast for landing at the relevant aerodromes but it is for the operators to relate these conditions to the limits specified for landing at the aerodrome concerned.
6. Appendix 9. Meteorological Summaries.
 - (a) Para. 1.1 Table I. Tables on the lines of Table I will be prepared but only for the eight synoptic hours.

/(b)

- (b) Para. 1.2 Table II. Tables on the lines of Table II will be prepared for a number of hours not exceeding eight, normally the synoptic hours.
- (c) Para. 1.3 Table III. This table will not be completed since the U.K. considers its accurate preparation would be extremely difficult and doubts whether the labour involved would be worthwhile.
- (d) Para. 1.4 Table IV. The U.K. does not intend to publish this information monthly. The important part of this table has already been prepared for many stations in the U.K. and overseas and the results for a five year period will be published shortly.
- (e) Para. 2 Table V. The U.K. does not intend to issue such information monthly; data in respect of stations under British control will be published every five years.

ERRATA

The following editorial errors have been noticed:-

- (a) Page 24 Para. 4.1.6.5. Line 1 should read 'The issue of a new forecast for an aerodrome shall automatically
 - (b) Page 63 Para. 2.5.2.5. End of line 2 should read 'with direction or time may'
 - (c) Page 71 Para. 4.1. 3rd Line. Replace full stop by a comma, and change capital in word 'Arrangements'.
 - (d) Page 73 Para. 1.1.1. 2nd Line. Word 'on' should read 'or'.
-

Specifications for Meteorological Services for International
Air Navigation (I.C.A.O. DOC 7144 - MET/521)

Basic Document

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/ERRATA

181

- 2 -

ERRATA

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- (b) Page 63 Para. 2.5.2.5. End of line 2 should read 'with direction or time may'
- (c) Page 71 Para. 4.1. 3rd line. Replace full stop by a comma, and change capital in word 'Arrangements'.
- (d) Page 73 Para. 1.1.1. 2nd line. Word 'on' should read 'cr'.

• ben. of commis.

is in 175 and not to advise
on page 176 para 4. pl

[Signature]
24/11/51

Recalled for filing
mail notes
[Signature] 5.1.52.

A.C.S. Mr Spencer was replying to this, but in
any case we do NOT conform to the requirements!

[Signature] 5.2.51.

Harbour Master

A

L.H.A. on 14/5 & 15/4 pl.

L.Jac
7/1/52

B

A.C.S. I asked Mr. Spence to advise on this -
unfortunately I forgot to follow it up. But he & I went into
it together verbally & the answer is that we do NOT
conform to any of the ICAO rules pertaining to met.
We make up our own rules as we go along & any other
system would be chaotic. f.i.

C

A.C.S.
But if we reply in above sense, will
there not be repercussions, pl?

L.Jac
6/2/52

D

190.

A.C.S. If the Colonial Office Memorandum of 13th December,
1951, at back cover, is anything to go by, we are worrying
ourselves about nothing. Firstly it says that the procedures
are not mandatory (paragraph 1) and later it says that the
S/S would be glad to be informed if they will be adopted in
the territories to which this memorandum is addressed, and it
goes on to say that it has not been addressed to us (para 4).
How we got a copy I don't quite know; maybe it was sent along
f.i.


U

6.2.52.

H.C.S.

Mr Halls advises that as we have no international civil aviation operating to or from these islands, the ICAO meteorological requirements do not apply to the Colony at all. My personal opinion is that all flying in the Colony, whether on international or internal flights are covered by these regulations. However, to overcome our divergence of opinion in this matter, perhaps the best reply possible would be to state that no international flights operate to or from these islands and that as regards the locally operated Government Air Service, shortage of staff make it impossible to implement the full ICAO regulations, but these are adhered to as closely as possible. We need not say that any resemblance between the two is entirely accidental!

The results of the South American region conference of ICAO has just been published - seven booklets of incredibly dull reading - the Falkland Islands are fortunately disregarded completely in these so far as flying is concerned: they do not even count Stanley as a subsidiary air port! In two pamphlets the Falklands are included in a sector controlled by the Argentine airport at Comodoro Rivadavia - these are the search and rescue sectors and the air traffic control sectors. This might become embarrassing if Aquilla get cracking with the external air service, and as the conference took place in B.A. and there may be political repercussions from these sector arrangements you may wish to investigate further. Tagged maps in attached booklets are relevant.

 19.5.

I don't think ICAO rules apply to flights internal. Correct.

Y/S

Ref (200)

Let see (204) or (205). These are the sort of queries we have been dodging in the past but we are now tied down to a reply which is suggested hereunder.

S/S.

your (200) - Civil Aviation - Regional Supplemental procedure.

1) Apart from the recent experimental charter flight by Aquilla Airways, no international civil aviation operates to or from the Falkland Islands.

2) As regards the local Govt Air Service, shortage of staff precludes the implementation of the ICARO regulations in full, though ^{and still} they are adhered to as far as is possible.

31/5

Issue.

M.C. 2/vi

If you can...
Comm...



344

FROM THE SECRETARY OF STATE FOR THE COLONIES.

C.O. Ref: CSB 235/302/01.

01024/11

SAVINGRAM

CIRCULAR 66/53.

19th January, 1953.

SECOND COLONIAL CIVIL AVIATION CONFERENCE
1952. AGENDA ITEM 7 (C) - NOMENCLATURE OF
POSTS IN THE COLONIAL CIVIL AVIATION SERVICE.

324

As will be seen from the copies of the Report of the Proceedings of the Conference which were distributed with my circular despatch No. 1027 of the 25th October, 1952, it was agreed by the Conference that it was desirable that a uniform nomenclature, which would be one of posts or functional titles rather than of grades, should be used throughout the Colonial Civil Aviation Service, and that it was essential, in order to obviate difficulties which would otherwise arise over the interchangeability of staff between territories, that an agreed list of basic grades, with qualifications, should be established.

2. 11. 53/101

2. It was pointed out that while the list of titles suggested in paragraph 3 of Mr. Creech Jones' circular despatch No. 21166/47 of the 5th April, 1948 has been applied fairly uniformly throughout the Service, the same title has in some cases been used in different territories to describe different classes of posts, while in other cases additional titles have been used. The Conference considered that in a unified Service a greater degree of uniformity of nomenclature was desirable, and suggested that in the light of experience gained since the Service was inaugurated some of the existing titles might well be dispensed with and others added.

3. In order that further consideration may be given to these matters, I shall be glad if you will furnish me with a list of the scheduled posts in the territory with which you are concerned defining in general terms the duties associated with each post and giving details of any changes which may be contemplated. I shall also be glad to have your views on the question of the establishment of an agreed list of basic grades, with the relevant qualifications.

4. This circular has not been addressed to the governments of Brunei, St. Helena, Seychelles or to the Colonial Attache, Washington. Copies have been sent to the Director General of Civil Aviation, Barbados and to the Director, British Caribbean Meteorological Service, Trinidad. It has been sent to the High Commissioner, Federation of Malaya under cover of a separate despatch.

SECEP.

Q
Reply at 362.

FALKLAND ISLANDS



324⁵

FROM THE SECRETARY OF STATE FOR THE COLONIES.

C.O. Ref: CSB 235/01.



SAVINGRAM

CIRCULAR 72/53.

0104/II

19th January, 1953.

SECOND COLONIAL CIVIL AVIATION CONFERENCE,
1952. AGENDA ITEM 7 (D). INCLUSION OF
ADMINISTRATIVE POSTS IN THE COLONIAL
CIVIL AVIATION SERVICE.

324

You will be aware from the Report of the Proceedings of the Conference forwarded with my circular despatch No. 1027/52 of the 25th October, 1952, that under Item 7 (D) of the Agenda the Conference considered the question of the inclusion of an administrative branch in the unified Colonial Civil Aviation Service.

2. While it was generally agreed that there was need for officers to perform the administrative work of Colonial civil aviation departments, various views were expressed as to the best means of meeting this need. These are summarised in the minutes of the Conference, and I will not repeat them here.

See 324

3. In order that this matter may be further considered, I shall be glad if you will be good enough to furnish me with your observations on the proposals put forward in the memorandum by the East African High Commission - C.C.A. (52) 7 (D), and inform me what type of officer is employed in the territory with which you are concerned to deal with administrative matters in connection with the Civil Aviation Department - e.g. I.C.A.O. documents, aviation legislation, personnel licensing, registration of aircraft, etc. Your views as to the qualifications required by such officers would be welcome.

4. This circular has not been addressed to the governments of Brunei, St. Helena, Seychelles or to the Colonial Attache, Washington. Copies have been sent to the Director General of Civil Aviation, Barbados and to the Director, British Caribbean Meteorological Service, Trinidad. It has been sent to the High Commissioner, Federation of Malaya under cover of a separate despatch.

SECEP.

C.S.

I suggest that the reply to 344 gives a brief description of flying in the Falklands as it is at present and an appreciation of possible future expansion, and then a list of the staff at present employed.

Suggested form of description of flying in the Falklands:.

"The Government of the Falkland Islands is responsible for all flying within the Colony and operates a small internal air service (Falkland Islands Government Air Service). This service uses one large seaplane and two small seaplanes for medical, mail and passenger services between the settlements and Port Stanley. A small landplane, a relic of the early days of the air service, is held in reserve to serve farms where seaplane operation is impossible.

One flight from the U.K. to the Falklands has been made by a British charter company (Aquila), using a Hythe flying boat and landing at Port Stanley.

The scale of operations is unlikely to increase in the Falklands so far as the internal service is concerned. In the future more modern aircraft types will be introduced as the existing aircraft become obsolete, and it may ultimately prove practicable to use helicopters: but the number of aircraft will remain approximately the same.

It is possible that an external air service between the Falklands and Montevideo may be inaugurated in the future, in which case it will be necessary for the Colony to expand the existing control staff.

The following staff is at present employed in connection with Civil Aviation in the Falklands:-

Controller of Civil Aviation.	Responsible for the general organisation of the air service and control of flying. Holds a C.P.L. and assists the pilot as required by flying second aircraft during peak periods.
Pilot.	Responsible for the planning of all flights and flying of aircraft. Holds C.P.L.
Engineer.	Responsible for c. & m. of aircraft.
Mechanic.	Assists engineer.
Apprentice mechanic.	-.
Clerk.	Responsible for accounts, documents from I.C.A.O., R/T control of aircraft in flight, and general office routine.

In addition there is the crew of the harbour launch which is used as a crash tender ~~as requisite~~ during take-off and landing in Port Stanley.

J. S. Tucker

F. I. ref: 0104/II

C. O. ref:

362

SAVING TELEGRAM.

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

To: The Secretary of State for the Colonies.

Date: 26th August, 1953.

No. 154 SAVING. COLONY.

364

Your Circular No. 66/53. Second Colonial Civil Aviation Conference 1952.

Though it appears that the Falkland Islands Government Air Service would not at present come within the scope of the Colonial Civil Aviation Service, I am enclosing a brief description of its organization and activities.

GOVERNOR.

363

FALKLAND ISLANDS GOVERNMENT AIR SERVICE.

The Government of the Falkland Islands is responsible for all flying within the Colony and operates a small internal air service (Falkland Islands Government Air Service). This service uses one large floatplane and two small floatplanes for medical, mail and passenger services between the settlements and Port Stanley. A small landplane, a relic of the early days of the air service, is held in reserve to serve farms where seaplane operation is impossible.

One flight from the United Kingdom to the Falklands has been made by a British charter Company (Aquila), using a Hythe flying boat and landing at Port Stanley.

The scale of operations is unlikely to increase in the Falklands so far as the internal service is concerned. In the future more modern aircraft types will be introduced as the existing aircraft become obsolete, and it may ultimately prove practicable to use helicopters: but the number of aircraft will remain approximately the same.

The following staff is at present employed in connection with Civil Aviation in the Falklands:-

Controller of Civil Aviation	Responsible for the general organisation of the air service and control of flying. Holds a C.P.L. and assists the pilot as required by flying second aircraft during peak periods.
Pilot	Responsible for the planning of all flights and flying of aircraft. Holds C.P.L.
Engineer	Responsible for care and maintenance of aircraft.
Mechanic	Assists engineer.
Apprentice mechanic	-.
Clerk	Responsible for accounts, documents from I.C.A.C., R/T control of aircraft in flight, and general office routine.

In addition there is the crew of the harbour launch which is used as a crash tender during take-off and landing in Port Stanley.
