

CONFIDENTIAL.

TRN/AVI/3#1

# SECRETARIAT

OIO4/III	OIO4/III

(Formerly)

SUBJECT:

POST WAR DEVELOPMENT OF  
CIVIL AVIATION.

CONNECTED FILES.

NUMBER

--

0104/11



400

C.O. Ref: COM 175/187/01

MEMORANDUM C.M.2.

CIRCULAR 468/54

18th May, 1954.



TECHNICAL ANNEXES TO THE CHICAGO CONVENTION  
ON INTERNATIONAL CIVIL  
AVIATION:

METEOROLOGICAL CODES (ANNEX 3)

The second "blue" edition of Annex 3, incorporating all amendments up to No. 37 inclusive, was circulated with Colonial Office circular No. 99/52 of the 4th February, 1952 (which was not sent to all addressees of this memorandum), and a copy is now enclosed of the "green" edition of amendment No. 38 to this Annex. If any addressee of this memorandum has not received the second "blue" edition of Annex 3, either with circular No. 99/52 or from some alternative source, the Secretary of State would be glad to be informed and will arrange for the despatch of a copy.

197  
in vol I  
at 62  
see 199  
197  
in  
vol I  
Not received

2. The amendment, which in the main embodies recommendation No. 1 of the Air Navigation Conference (see Colonial Office circular No. 678/53 of the 20th July, 1953 which was also not sent to all addressees of this memorandum) was adopted by the Council of I.C.A.O. on the 15th December, 1953. Unless disapproved in whole or in part by a majority of Contracting States this amendment will become effective on the 1st August, 1954, and, subject to any differences which may be notified, will be implemented on the 1st September, 1954.

3. The amendment is acceptable to the United Kingdom and it is not anticipated that Colonial Governments will wish to register disapproval or notify any differences. If any administration should wish to do so, however, the Secretary of State would be glad to be informed as soon as possible. In the absence of any notification to the contrary by the 15th July, 1954, it will be assumed that the amendment is acceptable.

4. This circular has been addressed to all Colonies and Protectorates except Brunei, Montserrat, Virgin Islands, Northern Rhodesia, Nyasaland, St. Helena, Seychelles, New Hebrides, Gilbert and Ellice Islands and Tonga. It has been sent to the East Africa High Commission and the Commissioner-General for South East Asia, Singapore, the Director General of Civil Aviation, Singapore, the Director, British Caribbean Meteorological Service, Trinidad. A copy has been sent to the Western Pacific High Commission for information, and to the High Commissioner for the Federation of Malaya under cover of a separate despatch.

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF THE  
FALKLAND ISLANDS.

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

403

No. \_\_\_\_\_

MEMORANDUM.

26th June 1954

It is requested in any reference to this memorandum the above number and date should be quoted.

Hon. Colonial Secretary,

Chief Met. Officer,

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Met. Codes Annex 3.

Amendment No. 38 has been withdrawn and entered in our copy of Annex 3.

400

2. Reference circular 468/54, suggest a reply stating merely that the blue edition of Annex 3 is held and we have no objection to offer to the codes.

3. As you are aware, I.C.A.O. met. procedure is not following internally in the Colony. (It would be unnecessarily laborious for ourselves and the Air Service) but we would have no difficulty is using it for visiting aircraft or for communications with a foreign agency about aircraft operations.

D

C

G.A. Hordwin

Register

C.M.O.  
26.6.54

and Date pl. r draft  
reply in hand

ius

No

ACK  
3/6/54

ack  
Do we have to  
send a reply?  
They ask for one.  
H 28k

46

404

Reference Mr's doubt on the propriety  
of this Colony being in the Argentine  
to light Information Region.

I have been through the papers on the  
subject and it does not appear to  
me that <sup>as a result</sup> we are subject to the Argentine -  
rather they are responsible for providing  
certain services for us.

I then myself however that I drop  
a line to Bent mentioning the matter to  
him & asking him to confirm that  
there is no practical danger of any  
Argentine sovereignty over the Colony being  
implied or their being able to stop aircraft flying  
to & from here.

Q  
27

OK  
9

See 405

12th July, 1954.

405

Dear Bent,

Under the arrangements made by the International Civil Aviation Organisation this Colony has been placed in the Argentine Flight Information Region, and it has been suggested that this might amount to a tacit admission of Argentine interests in the Colony. In support of the argument the map contained in I.C.A.O. Doc. 7211, SAM/SAT/RAC, Report of the Rules of the Air and Air Traffic Control Committee is quoted as showing the Falkland Islands to be within the Argentine sphere of influence.

As I read the papers, however, it appears that Argentina are merely responsible for providing us with certain services and that we are not subject in any way to their control but I would be glad of your confirmation that there is no danger of strengthening the Argentine claims to this territory by reason of our approval of I.C.A.O. arrangements nor of their being able to hinder or prohibit aircraft flying to and from the Colony.

Yours sincerely,

(Sd) Colin Campbell

R.A.R. Bent, Esq.,  
COLONIAL OFFICE.

B.U. 2 months.

See 404, 414

BU 12/9/54



414

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

(COM 321/305/02)

30. September, 1954.

CONFIDENTIAL



Dear Campbell,

405

Thank you for your letter of 12th July about the inclusion of the Falkland Islands in the Argentine Flight Information Region.

Although the Falkland Islands Government does not appear to have been consulted at the time, the question of whether or not there could be any objection to the present arrangements was in fact considered when the proposal was first put forward at the South American/South Atlantic Regional Air Navigation Meeting which was held in October 1951. It was then decided that as the establishment of F.I.R.'s was primarily a technical matter and as it was usual for the boundaries of such regions to extend over national frontiers, no objection should be raised, particularly since the indications at that time were that the Argentinians did not intend to raise the question of sovereignty in this context (and apparently did not do so) and there were no technical grounds on which the proposal could be opposed.

The I.C.A.O. definition of an F.I.R. reads:-

"An air space of defined dimensions within which flight information services and alerting services are provided."

The position is, therefore, as you had thought, that the Argentinians have merely accepted responsibility for providing certain services to users of an air space which includes the Falklands, and in these circumstances we do not feel that our approval of the I.C.A.O. arrangements can be used in support of the Argentinians' sovereignty claim. As these I.C.A.O. arrangements were agreed some three years ago and Argentina has apparently not made any attempt to make use of them in connexion with their claim, it would appear that they hold the same view.

The question of whether or not the present arrangement would enable them to hinder in any way aircraft flying to and from the Colony is a rather different matter. However, it seems that the most that they could do would be to refuse to supply information to the aircraft concerned, and they would, in any event, be in a position to do this irrespective of whether or not the Colony was included in their F.I.R. Apart from the establishment of a separate Falklands F.I.R. which hardly seems practicable and would in any case be costly, or deliberately leaving the Falklands outside any established region the only other alternative to the present arrangement would appear to be its inclusion in a region based in Chile (always supposing the Chileans were agreeable). This would, however, be difficult to justify since aircraft flying to and from the Colony

/would

C. Campbell, Esq.,  
Government House,  
Falkland Islands.

KUF

KIV



415

would normally be expected to fly off the East coast of Argentine and would therefore still be dependent, to a large extent, on services from the Argentine F.I.R.

All in all, therefore, we do not feel that the inclusion of the colony in the Argentine F.I.R. gives the Argentinians any greater powers to hinder aircraft flying to and from the colony than they would otherwise have. For the present it seems best to let sleeping dogs lie.

Yours sincerely,  
R.A.R. Bent

(R. A. R. Bent)

YR (404) + (405)  
Pse see (414)  
SIA  
MA

Wm Pse see above  
Jm

H.C.S. noted G.S.  
R.

S/K I think you + eno. shd  
see (604) (405) + (414)  
3/12

H.C.S. Sun thank you.  
J.H.  
3/12/54.

H.C.S. Seen by.  
G.H.  
3.12.54



0104/4

25/424

FROM THE SECRETARY OF STATE FOR THE COLONIES.

C.O. Ref: COM 202/204/02

SAVINGRAM

CIRCULAR 1066/54

8th November, 1954.

COMMONWEALTH AIR TRANSPORT COUNCIL NEWS  
LETTER

Acc. received

Mr. Creech Jones' circular savingram (3) of the 6th January, 1948 (not addressed to all recipients of this).

I have learned with regret that, despite the circular savingram referred to above, only five articles for inclusion in the Commonwealth Air Transport Council's News-Letter have been forthcoming from the Colonial territories since January, 1952.

2. As you are aware, the purpose of this News-Letter is to serve as a forum for the exchange of information of interest to Commonwealth Air Transport Council Members and I share with my predecessors their desire that news of Colonial developments should appear regularly. The interchange of information made possible thereby can be of great value and I hope that I may look forward to receiving a far greater number of contributions in the future, so that news of Colonial developments in the sphere of civil aviation may be more widely known.

3. Briefly, the type of information which the Editor of the News-Letter would like to have is as follows:

- (a) Regular notices for the personal column
- (b) Details of plans for new airports (preferably before the information appears in the popular press, if this is possible)
- (c) Regular accounts of the activities of flying clubs, glider associations, internal airlines, aerial work projects or other civil aviation activities of general interest.

/4.

Falkland Is



4. This circular has been addressed to all Colonies, Protectorates and Regional Organizations except Brunei, Antigua, Montserrat, St. Kitts-Nevis, Virgin Islands, the Regional Governments in Nigeria, Northern Rhodesia, Nyasaland, St. Helena, Seychelles, New Hebrides, Gilbert and Ellice Islands, Tonga, the Development & Welfare Organization in the West Indies and the Commissioner General for South East Asia. It has been sent to the High Commissioner for the Federation of Malaya under cover of a separate despatch. Copies have been sent to the Director General of Civil Aviation, Singapore and the Administrative Secretary, British West Indies, Air Transport Advisory Council.

SECEP.

Copy sent to:- Commonwealth Relations Office.

*Am.*

424 for views pl.

*S*  
10/1

*H.E.S.*

I take a dim view of this. So no thing we didn't even know - they wanted news! Does H.E. want us to send a contribution - I would prefer to blush unseen.

*B*  
12.1.

*Am.* we will blush unseen until they take the ~~credit~~ press us further. be have already done our stuff with fanfare.

19/1

file presumably seen by Am. as returned see 428.  
*Am.*

21 bundle



0104/11

443

C.O. Ref: COM 175/187/01

C.M.2.

MEMORANDUM

CIRCULAR 612/55

22nd June, 1955.

TECHNICAL ANNEXES TO THE CHICAGO  
CONVENTION ON INTERNATIONAL CIVIL AVIATION:  
METEOROLOGICAL CODES (ANNEX 3).

434  
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With reference to Colonial Office Circular No. 217/55 of the 4th March, 1955 enclosing a copy of the third "blue" edition of Annex 3, a copy is now enclosed of Amendment No. 41 to this Annex, together with a short explanatory memorandum by the Ministry of Transport and Civil Aviation. Unless disapproved in whole or in part by a majority of Contracting States, this amendment will become effective on the 1st August, 1955, and, subject to any differences which may be notified, will be implemented on the 1st January, 1956.

Received under  
Circular 421  
C.M.2.  
1955

2. The Secretary of State would be glad to learn as soon as possible, and in any event by not later than the 20th July 1955, whether any Colonial Administration wishes to register any disapproval of Amendment No 41. He would also be glad to learn by not later than the 1st December, 1955 whether any Colonial Administration wishes to notify any differences between its own practices and those established by Amendment No. 41, and by what date the Amendment will have been complied with locally.

3. In the case of territories included in regional meteorological services it will be assumed, unless it is stated to the contrary, that the reply from the territory in which the service is based applies to all the territories served by the regional organisation.

4. This circular has been addressed to all Colonies (including the Federation of Nigeria,) Protectorates and Regional Organisations except Brunei, Montserrat, Virgin Islands, the Regional Governments in Nigeria, Northern Rhodesia, Nyasaland, St. Helena, Seychelles, New Hebrides, Gilbert and Ellice Islands, Tonga, The West African Inter-Territorial Secretariat, and the Development and Welfare

/Organisation

The Officer Administering  
The Government of the  
Falkland Islands.

Reply at 448

B.M.O.  
?  
?  
7/8

8042

Organisation in the West Indies. Copies have been sent to the Director General of Civil Aviation, Singapore, the Administrative Secretary, British Caribbean Air Transport Advisory Council, Barbados, the Director, British Caribbean Meteorological Service, Trinidad, and the Director, East African Meteorological Department, Nairobi. It has been sent to the High Commissioner for the Federation of Malaya under cover of a separate despatch.

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

8042

445

Memorandum for Overseas Administrations  
on Amendment No. 41 to Annex 3 (MET)

(Prepared by the Ministry of Transport and Civil Aviation)

This amendment is a complete revision of the Annex and arises from Recommendation No. 1 of the 4th Session of the Met. Division held in Montreal in 1954.

2. While the existing Annex at present confines itself to meteorological codes to be used for aviation, after the amendment comes into force, its nature will be substantially changed in that it will lay down Standards and Recommended Practices for the provision of Met. services for civil aviation, in addition to specifying the codes to be used. For instance, the objectives of meteorological services, so far as civil aviation is concerned, are now defined as also are its responsibilities.

3. The United Kingdom is in general agreement with the provisions of the amendment with the exception of the following paragraphs:-

2.5.1.2 and 2.5.1.3 These two paragraphs are unacceptable because in certain circumstances it could be quite possible for two Meteorological Offices to be involved at the same time - one advising the pilot, the other the operator's representative. The problem of duplication of effort by two offices and the varying responsibilities remains to be solved. There is also the disquieting feature in that a forecaster may be asked or pressed for an opinion on a relatively remote area with which he is not normally concerned and for which the data available is scanty or out of date, the opinion so expressed being then used operationally.

1.1.1.(e) Although this paragraph is included under definitions and is by way of an explanation of what the expression "supply" means it is of fundamental importance as it governs paragraphs 2.1.1.1., 2.1.4.1, 2.2.1.1, 2.2.1.2, 2.2.1.4, 2.5.2, 2.5.2.3, 2.5.2.4, and 2.5.2.7 of the Annex. As defined in this paragraph "supply" is used solely in connection with cases where both "issue" and "make available" apply.

The original version of the 4th Session of the Met. Division, with which the United Kingdom agreed, gave the Met. Office the option of two alternatives, either of supplying the information by sending it out or by having it available in the office. In the amendment as published the option is no longer given and aeronautical personnel for example could expect to have information sent out as well as made available in the office.

4. The United Kingdom intends to disapprove of these three paragraphs; if they become effective the United Kingdom intends also to register differences with them when they are due to become applicable on the 1st January, 1956.

447

A.

C.M.O.

Please w/d enclosures to Circulars 612/55, 637/55 and 388/55,  
Grateful for your comments on 443.

W.H.  
for C.S.  
8.8.55

H.M.

Please w/d enclosure to Circular 523/55,

f. l. l.  
8.8.55

H.C.S. Encl. at A. withdrawn. Suggest reply to 443  
to effect that we agree with 10k altitude at 445.  
As you are aware, we do not use ICAO practice universally  
(see 403) but Argentina are responsible for the F.I.R.  
which includes the Falklands and we can supply information  
to a visiting aircraft, on request, as laid down in the regs.

G.H.  
16.8.

H.C.S.

w/d to:

↓  
Recd. 14/8

Draft reply to 443 re. - as from memo.

19/x

Issued as amended.

24/x

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 27-10-55 Time: 6785 Received: .... Time: ....

443 No.170. Your Circular Memorandum 512/55 of 1955.  
Technical Annexes to the Chicago Convention on International  
Civil Aviation: Meteorological Codes (Annex 3).

443 I agree generally to amendment No. 41 but would wish to  
make the same reservations as in ~~the~~ United Kingdom memorandum  
accompanying your memorandum. The Amendment will be complied  
443 with if and when necessary.

OFFICER ADMINISTERING THE GOVERNMENT

2.H.  
GTC:SGT/IMR

See 471

Differences from the PANS MET applicable in United Kingdom Metropolitan Territory

1. The following Differences from the PANS MET will be applicable in the United Kingdom metropolitan territory when they come into force on the 1st January, 1956:-

1.1 Definitions

(i) Advisory and Warning Messages

Throughout the procedures these messages distinguish between specified meteorological conditions which may necessitate a change in the conduct of a flight and those which may affect the safety of aircraft. This differentiation is not one of the functions of the Meteorological or Air Traffic Control Officer. Accordingly the United Kingdom will issue one type of message only, entitled "warning message", and it is for the operators to relate such warnings to their particular operations.

(ii) Use of the word "altitude".

The United Kingdom will continue to use the specification "height above mean sea level" instead of "altitude" in order that there shall be no doubt as to the datum used in meteorological reports and forecasts.

1.1.1 Expressions of limited meaning

Throughout the procedures the interpretation placed upon the word "supply" is "issue or make available" and not "issue and make available".

2.2.3.2 Table 1 Criteria for Special and Selected Special Weather Reports - Wind

(i) Special Reports

At aerodromes where dial indicating instruments are installed in ATC, Special Reports are not issued by the local Meteorological Office. At other aerodromes the criteria are agreed between the local Meteorological Office and the ATC Unit.

(ii) Selected Special Reports

These are issued only when the mean wind speed rapidly increases by 20 knots or more.

2.5.3.2 & Note - Information for Pilots in Command during Flight

The United Kingdom will include this procedure in its Area Meteorological Watch Procedure, of which it forms a part as set down in paragraph 2.5.3.6.6.

2.5.3.6.3. Area Meteorological Watch - Criteria for Warning Messages

The United Kingdom will adopt the criteria agreed by the 4th MET Division, namely:-

- (i) Messages of important meteorological phenomena in accordance with criteria agreed Regionally.
- (ii) Special aircraft reports or summaries thereof and as agreed Regionally, either or both of

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(iii) Selected amendments to aerodrome forecasts as required by the appropriate Flight Information Centre

(iv) Selected special aerodrome reports as required by the appropriate Flight Information Centre.

Full details of the criteria adopted by the United Kingdom in respect of warnings of types (i) and (ii) above are given in the Air Pilot page MET-36. The requirements in respect of warning of types (iii) and (iv) above are met in the United Kingdom by means of scheduled broadcasts of routine information in accordance with the intention of para. 2.5.3.6.5 of the Procedures.

#### 2.5.3.7.2 Flight Meteorological Watch

In addition the United Kingdom has adopted the Flight Meteorological Watch Procedures on the assumption as expressed by the 4th MET Division, that normally only one Meteorological Office provides Flight Meteorological Watch Service to an aircraft at any one time.

#### 2.5.3.7.3. Flight Meteorological Watch

In order that there shall be uniformity of procedure at United Kingdom Meteorological Offices the agreement mentioned will be between the Meteorological Authority and the operator concerned.

#### 2.6.6. Routine and Special Reports in Plain Language

The provisions in this paragraph will not apply to landing reports which are covered in paragraph 2.6.3 of the Procedures.

##### 2.6.6.3.4 Visibility

The United Kingdom will continue its present practice of quoting visibility in yards when it is less than 2,200 yards.

##### 2.6.6.3.6 Cloud

The present practice of omitting the type of cloud will continue.



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PANS MET - Editorial Errors

The following editorial errors in the PANS MET have been noticed:-

Page 10. Warning Message Second line

For "or" read "of".

Page 28. paragraph 2.5.2.4.2

Sub-paragraph (c) is a complete duplication of sub-paragraph (b).

Page 35. paragraph 2.5.3.7.7 (a)

There appears to be an editorial error in the first two lines and it is suggested that it was intended to read

"(a) A new forecast, for all of the remainder of the flight path, of upper winds and upper air temperatures for cruising level and/or of such other elements as are agreed with the operator".

Pages 36 and 37. paragraphs 2.5.3.8 and 2.5.3.9

The headings should include the words "under Flight Meteorological Watch" after the words "Diversion Procedure".

TCA 5955G

468

CNO

To withdraw enclosed to 458 + 460  
and for your comments on 460 pl.

W. H. M. for C.S.  
7/3/56

HCS

Welcome with dismay. The facts are as at 460-7  
and I think it would be wise to tell the S of S  
that the full procedure is not used for the local air routes,  
information being supplied on request as far as facilities allow.  
When aircraft visit the colony from 'outside' we use current  
international practice and can continue to provide a service  
specially for east flights, so long as a regular commitment does  
not arise.

W. H. M.  
19.3.56

HCS  
Draft to C.S.  
W. H. M.  
22/3/56

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 16/1/56

Time: 1030

Received: . . . . . Time: . . . . .

460.

No. 68.      Your Circular 83/56 of 25th January, 1956.

Procedures for Air Navigation Services-Meteorology.

Full procedure not used for local unscheduled air service, information being supplied as requested and as far as facilities permit. Current international practice used for aircraft from overseas.

GOVERNOR

GTC:    DRM/INR

*fan*  
*17/1/56*



PRIORITY

C. O. Ref: COM 175/187/01

C. M. 2.

MEMORANDUM

CIRCULAR 1091/56

16th October, 1956.

TECHNICAL ANNEXES TO THE CHICAGO CONVENTION  
ON INTERNATIONAL CIVIL AVIATION: ANNEX 3  
(METEOROLOGY)

458 The Ministry of Transport and Civil Aviation have been asked by I. C. A. O. to comply with sub-paragraph 2. 1. 3. of Annex 3 (a copy of the 4th "blue" edition of which was enclosed with Colonial Office Circular No. 82/56 of the 25th January 1956) in respect of the United Kingdom and Colonial territories. This sub-paragraph reads as follows:-

"Designation of Authority

Each Contracting State shall designate the authority, hereinafter referred to as the Meteorological Authority, to provide or to arrange for the provision of meteorological service for international air navigation on its behalf".

2. The Secretary of State would, therefore, be grateful if each Colonial Administration would inform him, by not later than the 30th November, of the Meteorological Authority to be so designated on its behalf. It will be assumed, in the case of territories included in regional meteorological services, that unless it is stated to the contrary the reply from the territory in which the service is based applies to all territories served by the regional organisation.

3. It is appreciated that in the case of most territories, which have their own, or are covered by regional, Government Meteorological Departments, those Departments should be designated. Formal confirmation accordingly is, however, considered desirable as, of course, it is always possible that, in certain cases, some kind of qualifying note, in addition to designation, should be transmitted to I. C. A. O.

4. This circular has been addressed to all Colonies, and Protectorates, except Brunei, Montserrat, Virgin Islands, the Regional Governments in Nigeria, Northern Rhodesia, Nyasaland, St. Helena, Seychelles, New Hebrides, the Gilbert and Ellice Islands and Tonga. It has been sent to the East Africa High Commission, the Director

/General

The Officer Administering  
The Government of the  
Falkland Islands

Reply at 487.

*C.M. 2.*  
*I assume we*  
*designate your*  
*organisation as*  
*the Meteorological*  
*Authority*  
*Off*  
*20/10/56*

486

General of Civil Aviation, Singapore; the Director of Civil Aviation, British Borneo Territories; the Administrative Secretary British Caribbean Air Transport Advisory Council; the Director of Civil Aviation, Leeward and Windward Islands; the Director, British Caribbean Meteorological Service; the Director, British West African Meteorological Service; the Director, East African Meteorological Department; and to the Director, Malayan Meteorological Service. It has been sent to the High Commissioner for the Federation of Malaya under cover of a separate despatch.

COLONIAL OFFICE,  
LONDON, S. W. 1.

Mail filed from 7-8-57

D.C.A.

484 To withdraw enclosure (Doc 7458-OPS/610/2)

H.C.S. / Dec 7458-OPS/610/2 withdrawn by <sup>Dec.</sup> 13/10

ffl  
for 12/11.

C.M.O.

485 H.C.S.'s note pl.  
hfl  
Jfo 12/4

H.C.S.

Yes. Falkland Islands + Dependencies Meteorological Service, Stanley.

P.A.B. 20/11/56

584 to p/22

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 23.11.56.

Time: 0225

Received:

Time:

480.

Your circular Savingram 16th October. Technical annexes to the Chicago convention on International Civil Aviation. Local Meteorological Authority to be designated as Falkland Islands and Dependencies Meteorological Service Stanley.

GOVERNOR.

P/E  
ADP/MP



519  
494

ITY

Ref: COM 175/187/01

C. M. 2.

MEMORANDUM

CIRCULAR 1332/56

14th December, 1956.

PRIORITY

INTERNATIONAL CIVIL AVIATION ORGANISATION:  
PROCEDURES FOR AIR NAVIGATION SERVICES -  
METEOROLOGY

460 With Colonial Office Circular No. 83/56 of the 25th January, 1956 was enclosed a copy of the "Procedures for Air Navigation Services - Meteorology" (I. C. A. O. Doc. 7605-MET/526) and with Colonial Office Circular Note No. 1211/56 of the 16th November, 1956 was enclosed a copy of Amendments Nos. 1 and 2 to those Procedures. The amendments were due for implementation on the 1st December, 1956.

2. A note for the guidance of Colonial Administrations in the implementation of the Amendments has now been prepared by the United Kingdom Ministry of Transport and Civil Aviation and a copy is enclosed.

3. The Secretary of State would be grateful to learn, as soon as possible, whether Colonial Administrations have any differences between the Procedures as now amended and their own procedures, which should be notified to I. C. A. O. on their behalf.

4. In the case of territories included in regional Meteorological services, it will be assumed, unless it is stated to the contrary, that the reply from the territory in which the service is based applies to all territories served by the regional organisation.

/5.

DCA  
CMA

In favour of Aviation, R

d  
11/1

The Officer Administering  
The Government of the  
Falkland Islands

reply at 508

See 499

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5. The delay in forwarding Amendments Nos. 1 and 2 to I.C.A.O. Doc. 7605-MET/526 and the attached note is regretted, but was unavoidable.

6. This Circular has been addressed to all Colonies, (including the Federation of Nigeria) and Protectorates except Brunei, Montserrat, Virgin Islands, the Regional Governments in Nigeria, Northern Rhodesia Nyasaland, St. Helena, Seychelles, New Hebrides, Gilbert and Ellice Islands and Tonga. It is sent to Gibraltar, and to the High Commissioner for the Western Pacific for information only. It has also been addressed to the East Africa High Commission, the Commissioner General for South East Asia, the Director General of Civil Aviation Singapore, the Administrative Secretary, British Caribbean Air Transport Advisory Council; the Director of Civil Aviation, Leeward and Windward Islands, the Director of Civil Aviation, British Borneo Territories, the Director, British Caribbean Meteorological Services, the Director, British West African Meteorological Service, the Director, East African Meteorological Department, and to the Director, Malayan Meteorological Services. It has been sent to the High Commissioner for the Federation of Malaya under cover of a separate despatch.

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

H.C.S.

• ICAO. met. requirements are not complied with here.

*[Signature]*  
D.C.A.

H.C.S.

Agree with D.C.A. No provision here for an I.C.A.O.  
met service. P.A.B.  
C.M.O. 5/2/54

1969  
208



496

Note by the United Kingdom Ministry of Transport and Civil Aviation for the guidance of Colonial Administrations in the implementation of Amendments Nos. 1 and 2 to I.C.A.O. Doc.7605 - MET/526.  
(Procedures for Air Navigation Services-Meteorology)

Amendment No.1

This amendment is mainly of an editorial character and arises from criticisms put forward by the United Kingdom on the final text of the PANS MET. Though it does not in all cases entirely meet our criticisms, it goes sufficiently far towards meeting our views to be acceptable.

Amendment No.2

This amendment arises from a proposal by France for world wide application of the Met. Supplementary Procedures for the North Atlantic Region. The United Kingdom did not support this proposal, preferring to see their application in a number of regions before their incorporation in the PANS-MET. There was, however, considerable support from other States and consequently the Air Navigation Commission and Council subsequently approved their incorporation in the PANS-MET.

Apart from our belief that this action is premature, the United Kingdom is not strongly opposed to the Procedures and therefore does not intend differing from this amendment.

497

Y.H.

294.

Full procedure is not used here  
I propose to reply as in draft  
at b.c.

*J*  
1972

A.C.S.

A

I am not an expert in these matters and I have not got the time to go into it in detail - but I have got an uncomfortable feeling that 470 does not answer you 3 of 1.484. As I read 1.494 he wants to know what the detailed differences are so that they can be referred to I.C.A.C. P.N. mentions with Dept. P.N.T. DCA?

connected  
Eq.

Incidentally hasn't something serious gone wrong with the numbering of folios?

b.l.g. 11.2.57.  
b.

J.C.A.

Perhaps you would discuss at some convenient time pl.

Q  
1/2.

c.

R.E.S.

We have not yet been able to discuss this matter, I am however enclosing I.C.A.C. referred to, being a purely MET. subject & a more fruitful discussion might be held with C.M.O.

J.P.A.  
1/3/57.

M.O.

A

1. It has been pointed out this is principally a Post matter
2. I assume I am right in saying that the S.G.S. wants to have some idea as to the extent to which our local procedure differs from the I.C.A.C. procedure as now amended.
3. That being the case do you feel to advise - and what I require in the near future is the draft material for a consolidated reply to the Secretary of State. If I want points clarified or more information I will let you know - in the meantime the answer please.

2.9.57

20.8.57

3

Y.H.

1. Full procedure is not used for local air services (see 468)
2. For a/c from 'outside', the same differences are applicable as apply to the United Kingdom Metropolitan Territory (see 465-7, 472 or 496)

P.A.B.

18/3/57

F. I. ref: 0104/111

C. O. ref: COM 175/187/01

SAVING TELEGRAM.

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

*To:* The Secretary of State for the Colonies.

*Date:* 2nd April 1957

*No.* 75 SAVING. COLONY

Your Priority Circular Savingram No:1332/56 of the 14th December, 1956. International Civil Aviation Organisation: Procedures for Air Navigation Services - Meteorology. Doc.7605 - MET/526 with amendments 1 and 2.

2. The full procedure is not used for local unscheduled air services, information being supplied on request so far as local facilities permit.

3. For "visiting" aircraft, international practice, as defined in Doc.7605 - MET/526, is used as far as possible subject to the proviso that the same differences as apply to the United Kingdom Metropolitan Authority are applicable here.

OFFICER ADMINISTERING THE GOVERNMENT.

AGDT/PT

Office

The was a thickish pamphlet on ICAO Mel. Process who belongs to D.C.A. - what happens to it?

ACS

Pamphlet returned to DCA by

CMO after discussions at J. H.

*[Handwritten signature]*

*[Handwritten signature]*

CONFIDENTIAL

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 30/4/57.

Time : 1430.

Received :

Time :

510

NO 76. YOUR CIRCULAR 350/57.

PROCEDURES FOR AIR NAVIGATION SERVICES.

HOLDING AND APPROACH TO LAND.

AIR OPERATIONS IN FALKLANDS UNDER VISUAL FLIGHT  
RULES ONLY.

NO RADIO RADAR AIDS TO NAVIGATION.

GOVERNOR

AGDT/MNG.

See 525

Copy for H.C.S.

543

FIDMS. 1000/57/11

24th August 57

The Director, M.O.7.

S.A.M./S.A.T. Meeting

Reference is made to your letter A.265342/57/M.O.7 of the 17th May 1957. Attached please find two tables - one giving details of F.I.D.S. and Colony reporting stations, and the other giving details of broadcasts. not  
in the  
file

2. The only possible connection with aircraft operations here, is that these broadcasts will be useful for plotting charts in other regions, e.g., Argentine, Chile, Uruguay and South Africa.
3. The only air service here is an internal one. The aircraft is a Canadian Beaver seaplane which flies between Stanley and the various settlements of the Falklands. Thus, I believe, radio communication with the aircraft hangar at Stanley, but there are no air/ground or ground/air communications between the aircraft and the Meteorological Office. Information is supplied to this air service by telephone, on request. There are no control facilities, radio beacons, etc.
4. At the time of the Canso Survey at the end of last year and the beginning of this year, special arrangements were made as follows. Initial contact was made with Montevideo airport and information supplied at their request. For the flight from Montevideo to Stanley the meteorological radio established CW and R/T contact with the aircraft so that the meteorological forecaster was virtually controller. In addition, the Government Radio Station set up a special M/F beacon. For the flight to Grahamland, a special survey party went ahead by ship and set up a radio station and M/F beacon at Deception Island. For the return journeys, Deception to Stanley and Stanley to Montevideo, similar arrangements were made.
5. It will thus be seen that with the exception of part 7.1 the subjects mentioned in the agenda do not apply to Stanley.

P.A. Bannister

Chief Meteorological Officer



544

H.C.S.

Our conversation of the 21<sup>st</sup>  
I have checked the details of para 3 with the D.C.A.,  
+ para 4 with the Superintendent, P. & T.

P.R.B. C.M.O.  
28/8/57

545

C.M.O.

Can I reply to you that P. 4 which I  
was difficult in understanding could be as follows  
has it?

546

H.C.S.

I'm sorry the title of the letter misled you.  
Yr refers to the forthcoming I.P.A.U. Regional Conference  
at Sao Paulo in Oct. or Nov.

You agreed to leave the framing of the reply  
to Air Ministry to me + this copy is merely for information.

P.R.B.  
10.9.57

C.M.O.

My minute at f.545 originally referred to f.533  
which someone has apparently attached to read f.543 (which I know  
all about)

But f.533 requires consideration and perhaps action. Please  
advise (via Para 4.).

~~6.4.57~~  
12.9.57.

548.

H.C.S.

My blundering regarding folio numbers is regretted.

Para 3 of f.533 applies to Stanley R/S + Argentine  
Islands i.e. one ascent daily. On instructions from A.M.  
ascent time was changed on 1<sup>st</sup> April, 1957 from 1500 GMT  
to 1200 GMT.

Suggest Colonial Office be informed of the change.  
I have attached notes to B.C.

PAB.

13.9.57



C. O. Ref: COM 175/188/03

C. M. 2.MEMORANDUMCIRCULAR 775/57

19th July, 1957.

PROCEDURES FOR AIR NAVIGATION SERVICES:HOLDING AND APPROACH-TO-LAND.

541 With reference to Colonial Office Circular Note No. 681/57 of the 18th June, 1957 forwarding a copy of Amendment No. 1 to the 2nd edition of "Procedures for Air Navigation Services: Holding and Approach to Land" (PANS-HAL) (ICAO Doc. 7458-OPS 610/2), the Secretary of State would be grateful to learn as soon as possible and, in any case, by the 15th October, 1957 whether Colonial Administrations have any differences between the procedures indicated in the Amendment and their own procedures which should be notified to I. C. A. O. on their behalf. A note by the Ministry of Transport and Civil Aviation prepared as a guide for Colonial Administrations is enclosed.

2. This circular has been addressed to all Colonies, (including the Federation of Nigeria), (to Gibraltar and the Western Pacific High Commission for information only) and Protectorates, except Brunei, Montserrat, the Virgin Islands, the Regional Governments in Nigeria, Northern Rhodesia, Nyasaland, St. Helena, Seychelles, the New Hebrides, the Gilbert and Ellice Islands and Tonga. It has been sent to the East Africa High Commission; the Commissioner General for South East Asia; the Administrative Secretary, British Caribbean Air Transport Advisory Council; the Director General of Civil Aviation, Singapore; the Director of Civil Aviation, British Borneo Territories; the Director of Civil Aviation, Leeward and Windward Islands; the Director, British Caribbean Meteorological Department; the Director, East African Meteorological Department; the Director, British West African Meteorological Service; and to the Director, Malayan Meteorological Service. It has been sent to the High Commissioner for the Federation of Malaya under cover of a separate despatch.

COLONIAL OFFICE,

LONDON, S. W. 1.

The Officer Administering  
The Government of the  
Falkland Islands

JCA  
7  
26/8

A.E.S./ Please note this Memo  
was not received by  
me until 7/10  
7/10

553

International Civil Aviation Organisation

Procedures for Air Navigation Services - Holding and Approach  
to Land

Amendment No. 1 to PANS-HAL (Doc 7458-OPS/610/2)

This amendment arose when the Air Navigation Commission was considering the comments of States on the revised PANS-HAL proposed by the second Air Navigation Conference 1955. These points were not dealt with at the same time as they required further clarification.

The United Kingdom finds that these two amendments are acceptable and therefore shall not register any differences.

The amendment to chapter 2 paragraph 2.1.1 (page 11) merely gives additional information for holding procedures when two facilities are used; it therefore merely enlarges upon the existing paragraph.

The amendment to attachment 'A' paragraph 3(a) - OCL for missed approach - simplifies the method for solving the OCL. Previously it had to be done graphically but now it only remains to select the obstructions within the overshoot area that may affect the OCL which can then be calculated direct from the obstruction height. This method of calculating the OCL does not in any way affect the present clearances as .15D makes full allowance for the 1:40 slope less the .01D clearance.

554

H.C.S.

*This refers to beam or N.D.B. holding procedures neither of which we possess and our aircraft are not equipped with homing type radio. Aircraft from overseas could obtain beacon facilities, if prior notification were made, and arrangements made with Supt. Ports & Helo to provide one, as was done in the case of the Conso aircraft.*

*In this event procedures would be the same as United Kingdom.*

*Rev*  
D.C.P.  
9/10



567

PRIORITY

C. O. Ref: COM 175/187/01



C. M. 2.

MEMORANDUM

CIRCULAR 1290/57

12th December, 1957.

INTERNATIONAL CIVIL AVIATION ORGANISATION:  
PROCEDURES FOR AIR NAVIGATION SERVICES - METEOROLOGY.

288

With Colonial Office Circular Note No. 1211/56 of the 16th November, 1956 were enclosed copies of Amendments Nos. 1 and 2 to the First Edition of "Procedures for Air Navigation Services - Meteorology" (PANS-MET) (I. C. A. O. Doc. 7605 - MET/526). Circular No. 1332/56 of the 14th December, 1956 asked for the notification by Colonial Administrations of any differences from PANS-MET as so amended.

at b.c.  
569

2. A copy is now enclosed of the Second Edition of PANS-MET, incorporating Amendment No. 3 to the Procedures, together with a note for guidance prepared by the Ministry of Transport and Civil Aviation. The Second Edition superseded the First as amended, on the 1st December, 1957. It is regretted that it was not possible to forward the new edition to you earlier as copies have just become available here.

3. The Secretary of State would be grateful to learn, as soon as possible, what differences Colonial Administrations have between their own procedures and those as now set out in the Second Edition which should be notified to I. C. A. O. on their behalf, and from what date the Second Edition may be deemed to have been complied with, subject to differences in each territory. The absence of a reply to this Circular by the 31st January, 1958 will be taken as meaning that the Second Edition is fully accepted and is being applied as appropriate.

4. In the case of territories included in regional Meteorological services, it will be assumed, unless it is stated to the contrary, that the reply from the territory in which the service is based applies to all territories served by the regional organisation.

5. This circular has been addressed to the Governor General of the Federation of Nigeria; all Governors, (except the Governors of Gibraltar, the Eastern, Northern and Western Regions of Nigeria, Northern Rhodesia, Nyasaland, St. Helena and the Seychelles); all Administrators (except the Administrators of Montserrat, and the Virgin Islands); the British Resident, Zanzibar; the Commissioner General for South East Asia; the Director of Civil Aviation, Singapore; the Director of Civil Aviation, Leeward and Windward Islands; the Director of Civil

/Aviation,

The Officer Administering  
The Government of the  
Falkland Islands

Chg. 567A  
For James P  
Merrison, Jr.  
12/15/57

See 619

Reply at 580

0

568



Aviation, British Borneo Territories; the Director, British Caribbean Meteorological Service; the Director, British West African Meteorological Service; the Director, East African Meteorological Department; the Director, Meteorological Department, Singapore, and to the Administrative Secretary, British Caribbean Air Transport Advisory Council. It has been sent for information to the Governor of Gibraltar, and to the High Commissioner for the Western Pacific.

COLONIAL OFFICE,  
LONDON, S. W. 1.

223

24 14  
1952

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\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

P10 302

1072

1072

0

INTERNATIONAL CIVIL AVIATION ORGANISATION

AMENDMENT NO. 3 TO DOC 7605 - MET 526 - PANS MET

NOTE PREPARED BY THE MINISTRY OF TRANSPORT & CIVIL AVIATION

Amendment No. 3 to the PANS MET was approved by the Council of ICAO on the 13th June, 1957 and will duly be incorporated in the PANS MET on the 1st December, 1957.

2. The Amendment is self-explanatory and consists of three parts:-

- i. The first is concerned with the new term "SIG MET Information" and springs from Recommendation 19 through Air Navigation Conference. It has been introduced by Amendment No. 3 into Annex 3 and replaces the old terms "warning messages" and "advisory messages" and is designed to remove the differences in their interpretation. Consequential amendments to the regional supplementary procedures are expected to follow towards the end of the year.
- ii. The second part concerns para 2.6.5. in which it introduces terms for use in describing the swell and the state of sea in communication to aircraft preparing to ditch. It originated from a proposal by Ireland and the United States.
- iii. The third part introduces procedures for cancellation of down grading of meteorological messages and was proposed by the 4th Session of the MET Division. Its aim is to assist in clearing meteorological traffic which has been delayed due to interruptions to the fixed telecommunications network. It permits communicators to handle meteorological messages with a lower priority or to cancel them in such conditions after a certain time has elapsed according to the originator's instructions. Attachment M is a Table for the guidance of the originator on the choice of these times.

3. United Kingdom intends to register the following differences from the 1st December, 1957 when the amended paragraphs become applicable:-

- (a) 2.5.3.6.3.(a) - as amended this reads "those reports from aeronautical meteorological stations in its assigned area which satisfy the criteria for selected reports established by regional air navigation agreement".

The U.K. will interpret this to read "selected special reports from aeronautical meteorological stations."

Reasons

- i. The criteria for selected special reports is laid down on a world-wide basis in Table 1 and para 2.2.3. of PANS MET. The criteria are not subject to regional agreement except in so far that regions may add to some of the criteria set down in Table 1 if they so wish. To date no regional additions have been made.
  - ii. The wording conveys the impression that it is the task of the meteorological watch office to scrutinise each weather report to decide which one satisfies the criteria for a selected weather report. According to PANS MET para. 2.2.3. it is the aeronautical observing and reporting stations which make the selection and transmit the selected weather reports to the meteorological watch office which issues them to the Flight Information Centre.
- (b) Para 2.5.3.6.3(b) - as amended this reads "those forecasts (or amendments thereto) for aerodromes in its assigned area which satisfy criteria established by regional air navigation agreement".

/In

570

In the U.K. this will be interpreted to read "Aerodrome forecasts or amendments thereto".

Reasons

- i. The criteria to be used as a guide for amendments to aerodrome forecasts is laid down on a world-wide basis in Table 2 of para 2.5.7 of PANS MET.

The criteria are not subject to regional agreement.

- ii. The wording conveys the impression that it is the task of the meteorological watch office to scrutinise each aerodrome forecast to decide which one satisfies the criteria for an amended forecast. According to PANS MET para 2.4 it is the aerodrome meteorological office which prepares amended forecasts and transmits them to the meteorological watch office which issues them to the Flight Information Centre.

- (c) Paras 2.5.4.1.(d)  
2.5.4.2. At present we supply both approach and aerodrome control units with aerodrome warnings of meteorological conditions which may affect aircraft in flight, plus warnings for parked and moored aircraft.

The effect of the ICAO amendments to paras 2.5.4.1(d) and 2.5.4.2. is to delete the first category of warnings and retain only those for parked and moored aircraft.

This is under consideration by the United Kingdom.

- (d) para 2.5.4.3.2. It is considered that the last eleven words should not be deleted but should be replaced by "and also SIG MET information for the agreed area" and in the U.K. this procedure will be interpreted accordingly.

Reasons

The ICAO amendment could be interpreted to mean that the associated meteorological office supplies the flight information centre with SIG MET information in respect of adjacent or neighbouring flight information regions (para 2.5.4.3.1(d)) but not in respect of its own flight information region. United Kingdom considers that this cannot be the intention.

4. Apart from the above differences United Kingdom will have complied with the procedure by 1st December, 1957.



573

A.C.S.

Mail from 565

TTC

15/1/57

574

C.M.O.

For your des on 567 para w/drawal of encls. at- b.c.  
S.P. for ch  
15/1/58

575.

H.C.S.

(a) For local air services, full procedure is not applied, information being supplied on request

(b) For a/c from 'outside', the same differences are applicable as apply to the United Kingdom Metropolitan Authority (see of 507 B & 463)

P.O.E

16/1/58

576

C.M.O.

No I then take it that we send no reply - it being the case that the Bureau Edition is fully accepted and is being applied as appropriate?

P.O.E

19/1/58

577

H.C.S.

I think we should send a reply, as f 508, with the references in the first paragraph suitably amended.

P.O.E.

21/1/58

578  
232  
207

C. 110.

Para 3 of 567 - can we give the date  
that the Second Edition was compiled into,  
subject to the usual differences?

As you are the expert in these matters,  
does the draft also or be suitably answer  
567 in the addition of the date of compliance?

579.

A.C.P. Draft telegram at b.c. adequate. 'Escape clauses' in  
Telegram infer that full UK procedure is not applicable  
here: hence any exact date suitable.

29/1/58

DBB. 1.2.58

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched 7.2.58 Time 0900 Received: Time

587 No.23 Your Circular 1290/57 International Civil Aviation Organisation. Procedures for Air Navigation Services - Meteorology. Second edition PANS-MET incorporating Amendment No.3.

2. The full procedure is not used for local unscheduled air services information being supplied on request so far as local facilities permit.

3. For "visiting" aircraft international practice as defined in Doc.7605 - MET/526 is used as far as possible subject to the proviso that the same difference as apply to the United Kingdom Metropolitan Authority are applicable here.

4. Subject to differences notified above the Second Edition has been complied with from the 1st February 1958.

SGT/SJA

P/L.

169



612

C. O. Ref: COM 342/01

C. M. 2.

MEMORANDUM

CIRCULAR 456/58

22nd April, 1958.

INTERNATIONAL CIVIL AVIATION ORGANISATION:  
REGIONAL AIR NAVIGATION PLANS

614

A copy is enclosed of Resolution A. 10 - 24 passed at the Tenth Assembly of I. C. A. O. held at Caracas in 1956, regarding the implementation of Regional Plans.

2. With regard to Clause (1) of this Resolution, Colonial Administrations in the Caribbean Region have been addressed direct by the I. C. A. O. Regional Office and it is likely that Administrations in other Regions have received, or will receive, such letters from their own Regional Offices. Replies should, of course, be confined as far as possible to factual information on the progress of implementations or to any inaccuracies which may appear in the Regional Plan publications. Financial and policy implications should be avoided as far as possible and such aspects referred to the Colonial Office in accordance with Circular Savingsrams No. 128/53 of the 3rd February, 1953 and No. 900/54 of the 20th September, 1954 (not addressed to the Falkland Islands). Further, in accordance with Circular Savingram No. 900/54 copies of all replies should be sent to the Colonial Office and the Secretary of State would be grateful for copies in cases where these have not already been forwarded to him.

3. As regards Clause (3), the Ministry of Transport and Civil Aviation are anxious that any steps contemplated by Colonial Administrations should be referred to them (through the Colonial Office) for consideration in the first instance. The Ministry will then decide whether and, in what form, the matter should be referred to I. C. A. O. It is thought that this Clause is directed towards an expansion of the joint financing of facilities and, the Ministry does not, of course, favour the seeking of Joint Support by Contracting States.

4. As regards Clause (5), the Ministry would wish to be consulted before the Colonial Administrations participate in meetings with neighbouring States, and as regards Clause (6), that any request for assistance, especially technical assistance,

/should

J.C.A. 612A.75.  
For comments pl  
215.58

The Officer Administering  
The Government of the  
Falkland Islands

613



should be referred to them first of all.

5. The Ministry would like to make it clear that they do not wish to interfere with the co-operation which may exist, or be built up, between Colonial Administrations and neighbouring States, but as such administrations are represented at I. C. A. O. by the United Kingdom, it is necessary for the Ministry to be consulted in the first instance when consideration is given to the Clauses mentioned.

6. This circular has been addressed to the Governor-General of the Federation of Nigeria; the Governors of Aden, Bermuda, Cyprus, the Falkland Islands, Fiji, Gambia, Hong Kong, Kenya, Malta, Mauritius, North Borneo, Sarawak, Sierra Leone, Singapore, Somaliland, Tanganyika and Uganda; the British Resident, Zanzibar; the Administrator, East Africa High Commission for the Commissioner for Transport; the Directors of Civil Aviation, Singapore, and British Borneo Territories; the Directors of the East African Meteorological Department, the British West African Meteorological Services and the Malayan Meteorological Service. It has been sent to the Governor of Gibraltar and the High Commissioner for the Western Pacific for information.

COLONIAL OFFICE,  
LONDON, S. W. 1.

24/11/46  
29/11/46  
D. J. E.

210  
614

RESOLUTION FRAMED BY THE TECHNICAL COMMISSION  
AND RECOMMENDED FOR ADOPTION BY THE ASSEMBLY  
(ARISING FROM ITEM 24(b) OF THE COMMISSION'S AGENDA)

IMPLEMENTATION OF REGIONAL PLANS \*

WHEREAS

under Article 28 of the Convention each contracting State undertakes, so far as it may find it practicable, to implement, in its territory, the air navigation facilities, services and procedures required to facilitate international air navigation; and

WHEREAS

the plans developed at Regional Air Navigation Meetings reflect the requirements for air navigation facilities, services and procedures for international civil aviation; and

WHEREAS

implementation of regional plans in some areas is not progressing as rapidly as is desirable; and

WHEREAS

the most serious implementation difficulties occur in States where economic and technical problems deter action by the States:

THE ASSEMBLY RESOLVES:

- (1) That the Council should ensure that each contracting State is fully and promptly informed by State Letter of the recommendations applicable to that State for the provision of air navigation facilities and services under an approved regional plan;
- (2) that the Council cause to be issued as soon as practicable the regional plan publications for the several ICAO air navigation regions and further, that progress reports be issued as uniformly as practicable and periodically as supplements to such regional plan publications;
- (3) that when a contracting State having explored all methods and means for implementing the regional plans with which it is concerned, pursuant to Article 28 of the Convention, experiences difficulties which hinder implementation by that State, it should report accordingly to ICAO, and with respect to those items which might become serious deficiencies if not implemented it should request assistance from ICAO; .

/4.

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\* Approved without change at the 6th plenary meeting of the Assembly, by unanimous vote, as Resolution A10-24.

- 615.
- (4) that States should be urged to plan their internal implementation programmes so that priority is given to those items which are of such a nature that lack of implementation will likely result in serious deficiencies;
  - (5) that the holding of meetings, whether initiated by contracting States or convened by the Council, which are confined to implementation problems affecting two or more States, should be encouraged where no other effective and timely means are available to resolve the problems;
  - (6) that States should be encouraged and assisted to make arrangements directly with other States for the provision of technical assistance on a bilateral basis.

JCA

621

607-612 for your comments p.

2/27/58  
27/5/58

622

H.E.S.

607 M.T.C.P. suggestions acceptable for Falkland Islands.

612  
614) As you know we are in an Argentine F.I.R., I have just glanced through a 350 page report by the South Atlantic/South America Regional Air Navigation Council of I.C.A.O., there is no mention whatever of the Falkland Islands in that report. It does therefore seem farcial having to reply to these letters.

I would reply on the following lines,

As no international airport or navigational facilities exist in the Falkland Islands any contemplation of same would firstly be referred to the Ministry through the S of S.

J. V.C.P.  
29/5/58.

623.

Neither 607 nor 612 calls for a reply. If we are inundated with letters arising out of 612, which is most unlikely, we can think again. In meantime P.A.

2/30/58





0104/111

650

FROM THE SECRETARY OF STATE FOR THE COLONIES

C. O. Ref: COM 158/02

SAVINGRAM

CIRCULAR 943/58

28th August, 1958.

INTERNATIONAL CIVIL AVIATION ORGANISATION:

DIRECT DISTRIBUTION OF DOCUMENTS.

The normal channel of distribution of I. C. A. O. Documents for Colonial Administrations and particularly their Directorates of Civil Aviation is, of course, through the Colonial Office. Supplies are received by the United Kingdom Ministry of Transport and Civil Aviation from I. C. A. O. headquarters in Montreal; sets are then sent to the Colonial Office for forwarding by Circular Note or, frequently, under cover of an explanatory Circular with or without guidance notes by the Ministry.

2. It is understood, however, that for some years it has been the practice for I. C. A. O. to send direct to certain Administrations free additional copies of certain of these documents. This practice was referred to in my predecessor's Circular Savingram No. 53/53 of the 16th January, 1953.

342 - Part II

3. I would like to ascertain the scope of the direct distribution nowadays. The last figures I have date from some years back and may no longer apply: they are those tabulated in the enclosure to my predecessor's earlier Circular Savingram No. 712/52 of the 16th July, 1952.

306 - Part II

4. I should therefore be grateful if you would inform me of the numbers of copies, if any of the following documents (including amendments) which you or your Directorate of Civil Aviation regularly receive free direct from I. C. A. O. headquarters or the appropriate Field Office:-

- (a) Technical Annexes - "green" editions
- \* (b) Technical Annexes - "blue" editions
- \* (c) Procedures for Air Navigation Services (PANS)
- \* (d) Supplementary Procedures (SUPPS)
- \* (e) Regional Air Navigation Plans
- \* (f) Final Reports of Regional Meetings
- \* (g) Progress Reports regarding RAN Plans or Meetings.
- \* (h) Monthly Bulletins
- \* (i) Weekly Lists of Publications
- \* (j) Any other periodically issued documents.

/5.

The Officer Administering  
The Government of the  
Falkland Islands

Reply at 657

JCA

Mail from 65

651

5. If sets of documents so received are also distributed by your Administration for civil aviation directorates in other territories I should be grateful for particulars. For instance sets received by the East Africa High Commission may be distributed to Tanganyika, Uganda, and Zanzibar; North Borneo may send copies to Sarawak and Brunei. If no documents at all are received direct from I. C. A. O. I should also be glad to know.

6. On receipt of replies to this Circular Savingram I will renew the position in consultation with the Ministry of Transport and Civil Aviation to see whether it would be desirable to ask I. C. A. O. to adjust their direct distribution lists to cover any gaps. I am assuming that, although not generally essential, the direct distribution provides certain territories with useful additional stocks of documents (in the case of Regional Air Navigation Plans, I believe certain territories rely on the direct supply for their working copies). Should direct supplies not be wanted, however, perhaps you would let me know as they could be diverted elsewhere.

7. I cannot actually promise to arrange direct free supplies where these are not sent at present as to press for them might prejudice the free quota allocated for official distribution via the Colonial Office but I will certainly see what can be done to adjust to current needs.

8. This circular has been addressed to the Governors-General of the Federation of Nigeria and The West Indies; all Governors (except the Governors of Gibraltar, the Eastern, Northern and Western Regions of Nigeria, Northern Rhodesia, Nyasaland, St. Helena, and Seychelles); High Commissioners; Administrators; Resident Commissioners; the British Resident, Zanzibar ~~and the Commissioner General for South East Asia~~. It has been sent to the Governor of Gibraltar for information and to the Directors of Civil Aviation, Singapore, British Borneo Territories and the Leeward and Windward Islands, and the Administrative Secretary, British Caribbean Air Transport Advisory Council.

652

SE CER.

*DCA for your info on 644 4650 fl and above end 6649.  
D Am for  
3/10/58*

*H.C.S. 653 I still receive 2 Copies of all pubs. marked \* overleaf. <sup>then are</sup> Now independent operators in the Colony, I feel that it is only necessary to have one copy from I. C. A. O. direct.*

*[Signature]  
4/10/58.*

e.s./

Ref 664. This deals with communications, in the various F.I.R.s. throughout the world, between civil airfields in the Region, and is applicable mainly to International movements.

As flying in the Falklands is purely of local nature, ~~the~~ and no recommendations for this area have been made by the South Atlantic/South America Council, no action is required by us.

Jv. 8/1/58

Office

655

653 pr. drafts to S/S accy.

Q

11/2/58.

656

ACL

Draft o/c.

Sm  
13/10/58

F. I. ref: 0104/III.  
C. O. ref: COM 158/02.

657

SAVING TELEGRAM.

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

*To:* The Secretary of State for the Colonies.

*Date:* 15th October, 1958.

No. 190. SAVING. COLONY.

650  
Your Circular Savingram No. 943/58. International Civil Aviation Organisation: Direct Distribution of Documents.

Two free copies of all documents listed in paragraph 4 of your Circular with the exception of (a) Technical Annexes - "green" editions are received direct from I.C.A.O. by the local Director of Civil Aviation. As there are no independent air lines operating locally one copy only would suffice in future.

GOVERNOR.

Pa  
3

/LJH.

2264

LIST OF AIRCRAFT NATIONALITY MARKS  
NOTIFIED TO I. C. A. O. UP TO 1st SEPTEMBER, 1958

(This list supersedes that enclosed with Colonial Office Circular Note No. 739/57 of the 8th July, 1957, as amended by Circular Note No. 304/58 of the 12th March, 1958.)

PART I

Afghanistan .....	YA <sup>2)</sup>	Iceland .....	TF
Argentina .....	LV, LQ	India .....	VT
Australia .....	VH	Indonesia .....	PK
Austria .....	OE	Iran .....	EP
		Iraq .....	YI
Belgium .....	OO	Ireland .....	EI, EJ
Belgian Congo .....	OO	Israel .....	4X
Bhivia .....	CP	Italy .....	I
Brazil .....	PP, PT		
Bulgaria .....	LZ	Japan .....	JA
Burma .....	XY, XZ	Jordan .....	JY
Canada .....	CF	Korea (Republic of).....	HL
Cambodia .....	K <sup>1)</sup>	Kuwait .....	9K
Ceylon .....	4R	Laos .....	xw <del>FLAS</del>
Chile .....	CC	Lebanon .....	OD
China (Taipeh Taiwan) .....	B	Liberia .....	EL
Colombia .....	HK	Libya .....	5A
Costa Rica .....	TI	Luxembourg .....	LX
Cuba .....	CU <sup>2)</sup>	<i>mali</i> .....	TZ
		<i>malaya</i> .....	9M
Czechoslovakia .....	OK	Mexico .....	XA, XB, X
		Morocco .....	CN
Denmark .....	OY	Netherlands .....	PH
Dominican Republic .....	HI	"  "  Antilles .....	PJ
		"  "  Surinam .....	PZ
Ecuador .....	HC	"  "  New Guinea .....	JZ
Egypt .....	SU	New Zealand .....	ZK, ZL, Z
El Salvador .....	YS	Nicaragua .....	AN <sup>1)</sup>
Ethiopia .....	ET	Norway .....	LN
		<i>Nigeria</i> .....	5N
Finland .....	OH	Pakistan .....	AP
France .....	F	Panama .....	HP
		Paraguay .....	ZP
Germany (Federal Republic of) .....	D	Peru .....	OB
Ghana .....	9G	Philippine Republic .....	PI <sup>1)</sup>
Greece .....	SX	Poland .....	SP
Guatemala .....	TG	Portugal .....	CS, CR
<i>Guinea</i> .....	3X		
Haiti .....	HH	Rumania .....	YR
Honduras .....	<del>HR</del>		
Hungary .....	HA		

1) This mark differs from the provision in 2.3 of this Annex.

2) This mark is not yet officially confirmed.

3) Provisional

663

Saudi Arabia .....	HZ	Union of South Africa .....	ZS, ZT, ZU
Spain .....	EC	United Kingdom .....	G
Sudan .....	ST	Colonies and Protectorates..	VP, VQ, VR
Sweden .....	SE	United States .....	N
Switzerland and Liechtenstein .....	HB	Uruguay .....	CX
Syria .....	YK		
		Venezuela .....	YV
Thailand .....	HS	Viet-Nam .....	XV
Turkey .....	TC		
Tunisia .....	TS	Yugoslavia .....	YU

PART II

CONTRACTING STATES THAT HAVE NOTIFIED ICAO OF DIFFERENCES WHICH EXIST BETWEEN THEIR NATIONAL REGULATIONS AND PRACTICES AND THE INTERNATIONAL STANDARDS AND RECOMMENDATIONS OF ANNEX 7, FIRST EDITION, EXCEPT PARAGRAPH 2, 3\*

UNITED STATES

The United States permits markings to be affixed at any time prior to 31 December 1960 as follows:

3. 3 and 4. 2

Display of nationality and registration marks, at least twelve inches in height, horizontally on both sides of the fuselage side or vertical tail surfaces of fixed wing aircraft in lieu of upper and lower wing surface markings and small tail surface markings required by 3. 3 and 4. 2 of Annex 7.

\* See Footnote 1 of the Table in Part 1 for differences with the Standard in paragraph 2. 3 which prescribes the selection of nationality marks.

- END -

30A 664  
 662 for info  
 19/11/57

C.S.O. / 665  
 noted C.S.

22/11/57

PA 23/11/57

D-11.

CHOS -> SEE VOL IV.

### Stanley Radiosonde

With effect from 1/4/57, one radiosonde + radiowind observation at 1200 GMT. A second sonde + wind ascent 0000 GMT during World Meteorological Intervals.

### Argentine Islands

Radio sonde exactly as at Stanley but no radiowind apparatus. Balloons are followed visually, + theodolite, when weather permits.

P.G.B.

13/9/57