



file pl.

218  
17

 DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 1.11.71 Time: 1605 Received: 1.11.71 Time:

Unclassified. To Governor Bahamas telno 294 of 1st November 1971 and to Bermuda, British Honduras, Falkland Islands, Gibraltar, Hong Kong, Seychelles, St. Helena, British Virgin Islands, Wellington, Cayman Islands, Montserrat, Turks and Caicos, Western Pacific High Commission, Gilbert and Ellice Islands, Information Brunei and Castries.

By Circular Saving Despatch No. 54/71 of 9th September: Hijacking Convention.

1. On 27th October the Privy Council made an order bringing the Hijacking Act into force on that date and another order which came into operation on 1st November, extending its application to the territories to which my Saving Despatch was addressed, on the basis of the draft enclosed with that despatch.

2. I will forward in due course copies of the order as made and will inform you when the convention has been ratified by the United Kingdom.

See 7/1

DOUGLAS-HOME

R.P.C.  
D.C.A. 9/11/71 No Comments b.y. pl.

PL: HT

To see. If you have no comments, RSC to draft brief factual paper for Exco.



220  
18

# CONFIDENTIAL EXECUTIVE COUNCIL

INF 13/71

Convention for the Suppression  
of Unlawful Seizure of Aircraft

Memorandum by the Colonial Secretary

The Convention for the Suppression of Unlawful Seizure of Aircraft was concluded on the 16th December 1970 at the Diplomatic Conference at the Hague.

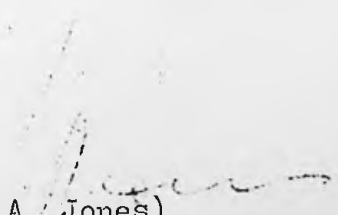
2. The aim of the Convention is to provide a legal framework within which hijackers can be brought to justice and thus to be a deterrent to hijacking.

3. The effect of the main provisions is as follows :-

- (a) Each party undertakes to make the offence punishable by severe penalties though the actual punishment is, of course, a matter for the courts.
- (b) It ensures that the countries in a position to deal with the hijackers have jurisdiction to do so.
- (c) A Contracting State must take steps to ensure that an alleged hijacker does not get away.
- (d) Unless it extradites the hijacker the State must submit the case to the competent authorities for the purpose of prosecution.

4. The Hijacking Act 1971, the legislation needed to enable the United Kingdom to ratify the Convention for the Suppression of Unlawful Seizure of Aircraft, came into force in the United Kingdom on the 27th October 1971 and an Order made by Her Majesty in Council extended the application of the Act to all Her Majesty's Overseas Territories with effect from the 1st November 1971.

5. This memorandum is circulated for the information of Members.

  
(J. A. Jones)  
COLONIAL SECRETARY

Ref: 0104/III

12th November 1971.

CB

Bu. 13.12.71  
25.11.71

226  
37

28 February 1973

J Kerr Esq MBE  
Superintendent of Civil  
Aviation  
STANLEY

Dear Jim

This is just a note to say how grateful I am at the way you and Ian made yourselves available to fly last Saturday when the cruise ship was in Stanley. I am certain that the flights gave great pleasure to quite a number of visitors and helped to further our image of a place at which tourist ships should call in the future.

Yours ever

E G LEWIS

# The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851  
REGISTERED IN ENGLAND IN 1902 CO. REG. NO. 74300

Registered Office:  
94a WHITECHAPEL HIGH ST.,  
LONDON E1 7QY  
TELEPHONE 01-283 6763/5

43  
SLIP  
- 7 JUN 1976 W. led god.  
DARWIN,  
FALKLAND ISLANDS

TELEGRAMS "FLEETWING PORTSTANLEY"  
"FLEETWING LONDON E1"

4th. June 1976.

The Chief Secretary,  
Secretariat,  
Stanley.

Dear Sir,

I have recently been visited by Mr.D.Newing who has been trying to organise shipments of sheep to the Middle East this year. Unfortunately, due to the late enquiry and the lack of suitable sheep, I have had to advise Mr.Newing that there is no possibility of any shipments from the Colony this year.

There does however appear to be a possibility that business may be possible for next year for the shipment of sheep to both the Middle East and to Punta Arenas.

During the course of our conversations, Mr.Newing asked if it would be possible for him and his assistants to fly direct from Chile to the Falklands in a Beachcraft twin engined plane.

I understand that the mechanics of such a flight are easy, the main enquiry is the problem of landing on one or other of the Stanley air strips, and whether there would be any unacceptable political problems connected with the landing and the arrival of Chilean Nationals without 'white cards'.

I would be grateful if you could advise me of the Governments policy concerning such private flights which may be asked for in January 1977.

Yours sincerely,



Acting Chairman F.I.S.O.A.

c.c. Secretary, F.I.S.O.A.

44  
~~265~~

9th June,

76

Our Ref: AIR/10/1

B. Hardcastle, Esq.,  
Acting Chairman,  
Falkland Islands Sheep Owners' Association,  
Darwin.

Dear Sir,

Thank you for your letter about Mr. Newing and, inter alia,  
about private flights into the Colony.

I have marked this file for attention after Legislative Council  
as, unfortunately, I shall be denied sufficient time to deal with  
it properly before then.

One point that occurs to me is that apart from the problems you  
envisage, the immediate one may be to get the flight plan  
registered and approved. This was the problem when Mr. Pitaluga  
and Mr. Luxton brought their aircrafts in.

Yours faithfully,

A.J.P. Monk  
CHIEF SECRETARY

15 November 1976

B Hardcastle Esq  
Darwin.

PRIVATE FLIGHTS FROM CHILE

In June you enquired about Government policy concerning private flights from Chile to the Colony which you envisaged may be required in January 1977 as a consequence of the visit by Mr D Newing.

2. I am afraid the situation is still not clear but perhaps you will be kind enough to let me know if you have heard anything further from Mr Newing and whether therefore there is any need for a pressing decision as regards this matter.

A J P Monk  
Chief Secretary.

Reply at (46)

m.

# The Falkland Islands Company, Limited.

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Registered Office:  
94a WHITECHAPEL HIGH ST.,  
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TELEPHONE 01-283 6763/5

DARWIN,  
FALKLAND ISLANDS

TELEGRAMS "FLEETWING PORTSTANLEY"  
"FLEETWING LONDON E1"



21st. November 1976.

REF: AIR/10/1

The Chief Secretary,  
Secretariat,  
Stanley.

Dear Sir,

PRIVATE FLIGHTS FROM CHILE.

*Let's refer*

We have not heard anything further from Mr. Newing concerning the export of live sheep to Chile, and therefore we have had no further enquiries about his means of transport to the Falklands.

If in the future we do hear anything further we will let you know at once so that if the matter of private flights from Chile ~~XXXXXX~~ does eventuate, a decision may be made.

Yours sincerely,

B. Hardcastle, for Sheep Owners Assn.

c.c. Chairman, Sheep Owners Assn.



RESTRICTED

f/47

THE SECRETARIAT,

STANLEY, FALKLAND ISLANDS,

SOUTH ATLANTIC.

REF: ATR/10/4

It is requested that  
the number and date  
should be quoted.

.....24. December.....1976.....

D G F Hall Esq MBE  
Latin America Department  
Foreign and Commonwealth Office  
LONDON SW1A 2AL

d/o

1. An enquiry has recently been received in this office regarding the possibility of a Beachcraft twin-engine aircraft flying direct from Punta Arenas in Chile to the permanent airport near Stanley (once the airport is completed).
2. It is, of course, hoped to encourage more air traffic to the Colony after the new airport is operational.
3. Such flights as that mentioned in paragraph 1 are almost certainly governed by the powers conferred on the Governor under the Air Navigation Orders, but there is also the question of utilising the facilities of the FIR which in this case is understood to be Comodoro Rivadavia, Argentina.
4. Although it is still somewhat early to try and deal definitively with the question of flights into these Islands, I would value any views you may have in the matter at this stage.

R. Browning  
ASSISTANT SECRETARY

cc: British Embassy, Buenos Aires  
British Embassy, Santiago

RESTRICTED



BRITISH EMBASSY

BUENOS AIRES

7 January 1977

R Browning Esq  
 Assistant Secretary  
 The Secretariat,  
 Port Stanley



*Dear Rex,*

## AIR SERVICES TO FALKLAND ISLANDS

48

1. Thank you for your letter AIR/10/1) of 24 December about the possibility of an air service by twin-engine aircraft direct from Punta Arenas to Port Stanley.\*

2. I agree with your comment that it is a little early in the day to deal definitively with the question of future services to the permanent airport. There are no doubt many points, including technical and financial considerations, which will have to be borne in mind, and which fall more in your province and that of David Hall and his advisors in London than in mine. Meanwhile, you are correct in stating that any flights to the Falklands will have to make use of the facilities of the Comodoro Rivadavia FIR, since under ICAO arrangements the Falklands fall within the Comodoro FIR (for lower air movements) and Ezeiza FIR (for upper air movements). As I understand it (although the experts may wish to correct me on this) use of the FIR does not require prior permission from the authority administering it, but merely notification. However, it is difficult to envisage any air service from Punta Arenas to Stanley which does not overfly Argentine territory, and I think I am right in my understanding that this would require prior Argentine permission. Whether such permission would be granted I frankly find it very difficult to judge at this juncture.

3. I should be grateful if you would keep me in touch with developments.

*Yours ever,*

*Howard*

c.c. D G F Hall Esq MBE  
 LAD, FCO

H J S Pearce

Chancery, Santiago

*Best wishes for the  
 New Year.*

RESTRICTED

\* I assume that your enquirer had a regular service in mind - this is not entirely clear from your letter.

118/50



**Foreign and Commonwealth Office**  
London SW1A 2AH



Telephone 01- 233 4077

Rex Browning Esq  
The Secretariat  
PORT STANLEY

Your reference

Our reference AIR/36/1

Date 31 January 1977

*Dear Rex.*

AIR SERVICES

1. Thank you for your letter of 24 December. I have now had a copy of Howard Pearce's useful letter of 7 January to you.
2. Argentine responsibility - flowing from their ICAO responsibilities and not in the strictly national sense - for controlling flights within the Comodoro and Ezeiza FIRs is restricted to flights within controlled airspace. The routes into Stanley from Comodoro, Montevideo and the Brazilian airfields are not controlled airspace, and the FICs at Comodoro and Ezeiza are responsible only for providing information necessary for the safe and efficient conduct of flights. I do not know whether the route (or part of it) from Punta Arenas to Stanley is controlled airspace, but in the light of the proximity of the busy Argentine military airfield at Ushuaia I should imagine that it is. I will find out and let you know.
3. Much will depend on whether the Beachcraft flights would be on a regular basis or take place merely from time to time. Another factor to be considered is that when the permanent airfield is operational, a new Air Service Agreement will be required if LADE are to operate services from it under the sovereignty umbrella. X | The present Agreement covers only to operations from the temporary airstrip.
4. I think that in all the circumstances it would be best to wait and see how the situation develops before entering into any committment with the owners of the Beachcraft. But it would be helpful to find out their plans about the frequency of the service and so on.

*Yours ever*  
*John*

cc:H J S Pearce Esq  
Buenos Aires

D G F Hall  
Latin America Department

AVIAP

*Private flying*

AVIATION DEPARTMENT.

(51)

Stanley,

Falkland Islands.



1st MARCH

1977.

C.S.

This looks more like a farmers problem than mine, maybe S.O.H. could be interested.

*[Signature]*  
S.O.H.

C.S.

I understand from Capt. John Allen of B.F.S. - and he has had dealings with this company - that the director is a youth ~~of~~ in his early twenties.

*[Signature]* S.O.H. *Director Class 1/2 etc.*

The papers referred to Lease, from Euro Air Ltd have been sent to R.M. Patalingam OBE (see p 2)

J.S. 21/3/77

F

52

Ref: AIR/10/1

21 March 1977

R M Pitaluga Esq OBE  
Gibraltar Station  
San Salvador

I attach some papers sent on to me by Capt Jim Kerr which he thinks may be of interest to you. My first impression is that the firm concerned are merely interested in leasing aircraft, and this would be a highly expensive business, far beyond what we could afford.

A J F Monk  
CHIEF SECRETARY

54A

25 Queensway,  
Caversham Park Village,  
Nr. Reading,  
Berks

15th March 1977

Mr. J. Kerr,  
Superintendent,  
C.A.A.,  
Government Secretariat,  
Port Stanley,  
Falkland Islands

*Permanence?  
Do govt accept  
responsibility for  
route - or airlines?  
What wd it commit  
M/C to?*

*Maintenance  
Fuels?  
Serviceability? Reliability?  
Pilot?  
M/C (1?)  
Time - duration?  
Safety - Air/Sea Rescue  
Distance?*

Dear Sir,

I was advised by Mr. C. Osborne, Latin American Department at the Foreign Office in London, to contact you.

I am interested in establishing an air service to the South American mainland from the Falkland Islands and wish to know if the Falkland Islands Government would be in favour of a service operating direct to Montevideo from your new airstrip.

The proposal is that the aircraft would be registered in the Falkland Islands, with a British pilot, and the aeroplane would be initially maintained in Montevideo.

The traffic load indicates that to obtain a reasonable utilisation of the aircraft, it would be in the order of 7 to 12 passenger seats and operate 3 times a week or so. However, it could be daily should passenger traffic justify it.

The aircraft type would probably be a twin-engined piston such as the Cessna C421 or possibly a turbine-powered aircraft such as the Swearingen Merlin, Cessna 441 and Cessna Citation. All the aircraft are pressurised and are certified by the FAA and CAA for public transport of passengers. Should you be in favour of a service, the Falkland Islands Government would have to grant the necessary operator's certificate (AOC) to the new airline, which would be a company registered in the Falkland Islands. The Government would also have to register the aircraft and validate aircrew licences etc. The airline would also rely on you to obtain for it the necessary permits and licences to operate a route to Uruguay and would in effect wish to be the sole Falkland Islands land plane airline for internal, international and charter traffic.

9 | I have only scant information of passenger traffic to and from the islands by air and sea and of the requirements of the Argentinian authorities concerning the issue of visas etc. which must act as an obstacle to the general use of the LADA air service which could be a competitor.

|| I would appreciate details of the above, together with operational information of the new airstrip, lighting, radio aids, hangarage, passenger facilities etc.

In conclusion, as a pilot on Tridents with British Airways with nearly 10 years in civil aviation, I think from the information I have at the moment, that a service such as the one I am proposing stands a very good chance of being successful and I am sure you must realise the enormous benefit to the Falkland Islands of such an air service.

Yours faithfully,

*M. P. Dacey*

M. P. DACEY

AIR/10/1 ✓  
A 112/30/1

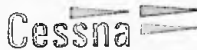
33

R. M. PITALUGA & COMPANY, LIMITED  
(WOOL PRODUCERS)

Directors:  
R. M. PITALUGA (Chairman)  
Mrs. J. E. PITALUGA  
M. LEHEN

Secretary:  
Mrs. J. E. PITALUGA

Registered Office:  
8 ALLARDYCE STREET  
PORT STANLEY



DEALER FOR THE  
FALKLAND ISLANDS

Telegraphic Address:  
"GIBSTAY PORTSTANLEY"

GIBRALTAR STATION  
PORT SAN SALVADOR  
FALKLAND ISLANDS  
SOUTH ATLANTIC



11th April, 1977.

The Chief Secretary,  
Secretariat,  
STANLEY.

Your Ref: AIR/10/1

*Dear Arthur*

52

Thank you for your letter of the 21st March enclosing the letters from EuroAir Ltd.

In view of the references to frozen meat transportation I presume Jim Kerr was thinking in terms of S.O.A. rather than me personally and I will raise this at our next Board Meeting which is scheduled for the 19th, as the figures will be of interest to members. Do you wish to have the letters returned?

What is the situation with regard to the movement of travelling teachers? While I appreciate that F.I.G.A.S. is under some pressure at this time, it seems to be particularly unhelpful where teachers are concerned. We have been moving our chap when the need arises but it is not always convenient although when we do use the aircraft this reduces the man hours lost and the consequent disruption to work and weekends. Could these flights be authorised as Government commitments until F.I.G.A.S. is again able to shoulder the responsibility?

AIR/30/1

*Yours sincerely  
R. M. Pitaluga*

R. M. Pitaluga

AIR/10/1

54

# MEMORANDUM



Date ...12th. April. 1977....

Ref: FIGAS/AD.

It is requested that this number and date should be quoted.

From Supt. Civil Aviation

Chief Secretary

Subject:- Potential Operators Enquiry.

I enclose a copy of a letter received by me.

2. I have acknowledged receipt of the letter and advised the writer that it has been passed to you for further comment.

3. The only aircraft of which I have any knowledge is the Cessna Citation, this aircraft has a max. take off weight of 11,850 lbs. With six passengers and two crew has a range of 1,525 miles plus 45 minutes fuel reserve.

3. In my reply to Mr Dacey I have provided the information requested in his penultimate paragraph.

A handwritten signature in cursive script, appearing to read "J. Kerr".

(J KERR)  
Supt. Civil Aviation.



file no. AIR/10/11

55

AIR/34/3

Reference ..... 18/4/3 .....

AV/AP?

Mr Browning

AIR SERVICES

1. In para 3 of his letter to you of 31 Jan, David Hall mentioned that a new agreement would be needed to allow LADE to operate from the permanent airfield. I should perhaps mention that Howard Pearce has questioned this, and that there are papers on our files which suggest Howard is right (folios A and Y on 182/2 (1975); folios L and N on 182/2 (1976)).

G J A Slater  
13 April 1977

6th May

77

Mr. M. P. Dacey,  
25 Queensway,  
Caversham Park Village,  
North Reading,  
Berks.

Dear Sir,

Capt. Kerr has passed me your letter of 15th March. I shall be away from my office on duty until 16th May but I have asked my colleagues to look closely into your proposal so that on my return I can send you a more substantive reply than I am now able to give.

2. Briefly, our arrangements are that we have one (or occasionally two) flights each week between Stanley and Comodoro Rivadavia, operated by LADE, the civil wing of the Argentine Air Force. Since 1973 they have used a temporary strip constructed by them. Our permanent airfield is expected to come into use later this year,
3. Our internal flights are operated by government on a taxi-basis using two float Beavers. They are virtually the only means of regular travel for some outlying settlements, several of which are on comparatively remote islands.
4. Two farms have light Cessna 'planes, but can land at selected settlements only. We are now examining which type and mode of aircraft we may have to switch to within the next four years. We could be attracted to private operation of the Government service, but almost certainly it will be some time at least before we shall be in a position to change over to land-based 'planes.
5. Our first concern in all flying operations must be the safety and regularity of the services provided. We shall, in fact, rely heavily on advice from the CAA in the UK and possibly on ICAO, and you should therefore please let me have as much detail as you can about your method of operation (eg aircraft numbers and types; servicing etc) to enable me fully to brief these organisations. It occurs to me that you may care to consult the Air Navigation Order (Overseas Territories) 1977 (SI 1977 No. 422) which regulates air operations in the Colony.
6. As regards international flights there is, of course, a political element. Present communications between the Colony and Argentina are conducted within the provisions of international agreements and it would almost certainly be necessary to enter into new agreements, or vary existing ones, if flights between Stanley and Montevideo were to be able to draw upon the services of the FICs at Ezeiza and Comodoro Rivadavia in Argentina; or the have access to Argentine diversion airports or air/sea rescue cover. The political problems are not necessarily insurmountable, but they are nonetheless real, and their resolution might, in our experience, be protracted. This could indeed prove to be your first hurdle.
7. I should conclude this brief letter by thanking you for your enquiry. Your interest in our problems is very much appreciated. I shall write again later this month, but if in the meantime you would care to add detail of the nature I have indicated above, I should find this most helpful.

Yours faithfully,

Chief Secretary

C.C.W. OSBORNE  
MW SOUTH AMERICAN DEPT.

file pt.

57



Foreign and Commonwealth Office  
London SW1A 2AH

Telephone 01-

- 1) HE to see
- 2) Copy to CS
- 3) PH 23/4

HJS Pearce Esq  
British Embassy  
BUENOS AIRES



Your reference  
Our reference  
Date 6 April 1977

*Dear Howard.*

FALKLAND ISLANDS: REGULAR AIR SERVICE

50

1. Thank you for your letter 184/492/1 of 4 March. The view expressed in my letter of 31 January to Rex Browning was based on legal advice (given on 10 August 1976) that any LADE services operating in and out of the new airfield would not be covered by the present Air Services Agreement, and accordingly not protected by the sovereignty umbrella, brought in by reference to paragraph (7) of the Agreement. I conveyed this view to you on paragraph (2) of our telegram No 429 of 23 September.
2. In doing so, I am afraid that the exchanges of 1975, to which you have rightly drawn attention, escaped my memory. Having looked out the papers, I can find no reference in our files to any legal advice to support the view that a new Air Services Agreement would not be required. On the contrary I remember one Legal Adviser saying at the time that a new Agreement would be required (as a layman this is my own view), but can find no papers to support my recollection. But in 1975 there were two Departments responsible for Falklands affairs, and there may have been an assumption that one or the other had sought legal advice.
3. Clearly, we must get the answer right. I have again submitted the papers for Legal advice, and have also asked if our object (of ensuring that the LADE service operating in and out of the new airfield should be covered by the sovereignty umbrella) could be achieved by amending the present Agreement by means of an exchange of Aides Memoires in the Special Consultative Committee.
4. I will telegraph the outcome.

APB  
AS  
16477

*For note & dissemination pl.*

*B 25/4*

*D G F Hall*

D G F Hall  
Latin America Department

cc G J A Slater Esq  
Port Stanley.

C. S.

Ref your minute of 25/4/77 on folio 57, please be advised as follows:

1. A perusal of letters on folios 50 and 57 from Mr David Hall of the FCO brings to light the following points which will have a bearing on flights operating into the new airport:

INTERNATIONAL SERVICE

- (a) International flights operating into the new Stanley Airport will be flying part of their route through the Comodoro Rivadavia FIR (Flight Information Region);
- (b) Argentine responsibility for the above FIR stems from their ICAO responsibility and not in the strictly national sense;
- (c) The whole of Comodoro FIR is not Argentine air space, and their responsibility is limited only to their controlled air space which is defined, marked and published for international information;
- (d) A great part of their FIR is not their controlled air space, and the Argentine FIC (Flight Information Centre) looking after their FIR is responsible only for providing information necessary for the safe and efficient conduct of flights. An aircraft flying through their FIR need not necessarily get Argentine permission to fly through their FIR as long as the aircraft route avoids Argentine-controlled air space and their territorial water limit (which is normally three miles from the coast), and not in need of information.

These points are useful for FIG to negotiate international airline flights or charter flights into the Falkland Islands airport.

LADE SERVICE

- (a) When the permanent airport is open for operation a new Air Service Agreement will be required if LADE are to operate service from it under the sovereignty umbrella;
- (b) The present agreement covers only operations from the temporary airstrip. These views are based on legal advice obtained on 10 August 1976;
- (c) Therefore any LADE services operating in and out of the new airport would not be covered by the present Air Services Agreement and accordingly not protected by the sovereignty umbrella, brought in by reference to para 7 of the Agreement.
- (d) Action is being taken by FCO, again through legal sources, to clarify the position whether the LADE services operating in and out of the new airport should be covered by the sovereignty umbrella and whether this could be achieved by amending the present agreement by means of an exchange of Aides Memoires in the Special Consultative Committee.

(over p1)

- (e) Falkland Islands will be advised of the outcome;
- (f) This aspect should be clarified by FIG before opening the new airport for LADE operation.



APS

19 May 1977

m.

RESTRICTED  
0310/77 B FOR INFO STOPS 2 NOV 77  
1000 AM 1000 AM 1000 AM 1000 AM 1000 AM  
RESTRICTED

AIR/10/1

60

25 Queensway,  
Caversham Park Village,  
Nr. Reading,  
Berkshire, ENGLAND



Chief Secretary,  
The Secretariat,  
Stanley,  
Falkland Islands,  
South Atlantic

Reply at (62)

20th May 1977

Dear Sir,

56

Thank you for your letter of 6th May. In answer to your questions in paragraph 5, I would comment as follows:-

The smallest aircraft that could operate the route to Montevideo would be the Beechcraft Super King Air 200, carrying 10 passengers, with 20kgs. baggage each, plus one pilot. It would, with this payload, be able to fly to the Falkland Islands from Montevideo and have two hours holding at cruise altitude over the Falkland Islands and on the return journey be able to divert to Buenos Aires with a 45 minute hold, both of which are standard techniques approved by the CAA in the U.K. for U.K. registered aircraft. The Super King Air (max. take-off weight 12500 lbs) is approved for public transport of passengers in the U.K. when being flown by one pilot. There are four aircraft currently on the U.K. register in this category.

The next largest aircraft would be the Fokker F27 200/600 series or H.S.748 with which you are familiar, with fuel reserves the same as above. The passenger load should be about 40, the crew being two pilots and 1 cabin attendant.

With regard to aircraft maintenance, this would have to be done in the Falkland Islands with a spares holding and licenced A.&C. engineer based there. A hangar would be a necessity, though for the smaller aircraft, one of the larger sheds used to hold the construction plant for the airport should be adequate.

The final choice of aircraft depends though on the expected passenger and freight demand and on whether the low utilisation of a large aircraft would be offset by its lower seat mile costs. To this end, I need detailed passenger and freight figures on the LADA service, together with a split as to final destination. The price of aviation kerosene, as supplied without tax in the Falkland Islands, is another factor to be considered.

In conclusion, the utilisation of one aircraft initially would be low by airline standards. With regard to fares, I would hazard a guess at approximately £100+ (one way) which compares to routes in the Pacific and also London to Scandinavia. The fare to Comodoro would have to be raised so that, added to the domestic fare to Buenos Aires, it would be equal to a direct flight to Montevideo.

I hope this has clarified the points you raised but I look forward to hearing from you further.

Yours faithfully,

M. P. Dacey

M. P. DACEY

P.S. I would mention that I have already contacted the CAA informally and have spoken to Mr. Wainwright of the Overseas Operations Directorate.

(61)

AIR/10/1

10 June

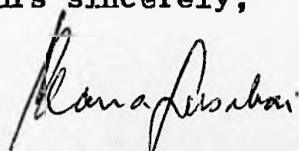
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Vice Comodoro R A Carnelli  
L A D E  
Stanley

Dear Vice Comodoro Carnelli,

I should be most grateful if you could let me have detailed statistics of passengers and freight carried by LADE during the past 4 years of operation in the Falklands. This information is required for internal use.

Yours sincerely,



Bala Kanagasabai  
Airport Superintendent

Chief Secretary's Office  
Stanley  
Falkland Islands

Airmail

13 June 1977

M P Dacey Esq  
25 Queenway  
Caversham Park Village  
Nr. Reading  
Berks.

Dear Sir,

Thank you for your letter of 20 May 1977.

2. We appreciate your continued interest to establish an air service to the South American mainland from the Falkland Islands, through a service operating direct to Montevideo from our new airport.
3. We are endeavouring to obtain traffic statistics from LADE, as requested by you, and on receipt will pass them on to you so that you can submit a firm proposal regarding the type of aircraft you intend to use and their frequency of operation.
4. For your guidance I am also providing some of the operational information on the new airport which has now been completed:

Runway

Length	1250 metres
Width	45 "
Surface type	Asphalt

Taxiway

Length	105 metres
Width	15 "
Surface type	Asphalt

Apron

Area	3360 metres
Length	84 "
Width	40 "
Surface type	Asphalt

Stopway and clearway

Stopway	None
Clearway	Length 265 metres, width 150 metres on R/W 08 and 26

Aerodrome elevation

23 metres above mean low water spring tide

LCN value of runway, taxiway and apron

LCN 16 - tests are not completed yet and  
it is expected to arrive at an  
LCN above that required for an P27.

Communication and navigational aids

a) VHF 118.10 MHz (Aerodrome control channel)

./.



b) HF Radio telephone

Point to point - 2861 - 5703 and 9290 KHZ  
Ground to Air - 2966 - 5547 and 10,081 KHZ

- c) High Power NDB - Frequency 340 KH Coding 'STA'  
d) Locator Beacon - Frequency 305 KH Coding 'SA'  
e) VASI (Visual Approach Slope Indicator) on R/W 26

5. There are no hangar facilities at present and your company would therefore have to finance and arrange for these and access to them and the apron etc. Without commitment it is possible that we may be able to agree upon an arrangement whereby this investment is deducted from charges payable at the airport.

6. Your aircraft could be registered in the Falkland Islands but you may have to make arrangements in Montevideo for carrying out maintenance, unless you establish a maintenance base here and equipped it with the necessary trained staff and machinery.

7. If you propose to operate a regular schedule it will be for you to put forward positive proposals for fares etc., based upon the aircraft you finally decide to use and the utilisation you can make of them. This would have to be attractive by comparison with the present LANE fares and schedules.

8. We will also be glad to receive a brief history of your proposed airline and its bank references in London, for our study.

9. We look forward to hearing from you further.

Yours faithfully,

A J P Monk  
Chief Secretary

Silent copies: M Hickson, Esq  
SAMD, FCO

R Wainwright, Esq  
CAA, London

m.

# HAWKER SIDDELEY AVIATION LIMITED

GREENGATE - MIDDLETON - MANCHESTER M24 1SA  
Telephone: 061-681 2020 Telex 667015  
Telegrams: HAWSIDAIR MANCHESTER

Sales 137

30th May, 1977

Mr. M. P. Dacey,  
25 Queensway,  
Caversham Park Village,  
Reading,  
Berkshire.

Dear Mr. Dacey,

Re: Falkland Islands Air Service

Regarding your letter of 18th May 1977 and in confirmation of our telephone conversation, the following covers the aspects of the above operation with which you were concerned:

1. (a) Airfield performance at Port Stanley
  - Length : 1250 m (4100 ft.)
  - Elevation : 10 ft.
  - Temperature : ISA
  - Wind : Zero
  - Max. allowable take-off weight 44,700 lb.
  - Max. landing weight 43,000 lb.
  
- (b) Airfield performance at Montevideo
  - Length : 2450 m (8040 ft.)
  - Elevation : 95 ft.
  - Temperature : ISA + 15°C
  - Wind : Zero
  - Max. allowable take-off weight 45,500 lb.
  - Max. landing weight 43,000 lb.

/(c) .....

## (c) Route Performance

Sector Port Stanley - Montevideo

	Headwind Knots	Block Fuel lb.	Reserve Fuel lb.	Useful Payload lb.	Pax.	Block Time Hr.:Min.
PSY-MVD	0	7755	2238	7437	37	4 : 50
MVD-PSY	0	7835	2942	7453	37	4 : 52
PSY-MVD	10	8090	2255	7085	35	5 : 03
MVD-PSY	10	8160	2958	7112	35	5 : 05
PSY-MVD	20	8405	2270	6755	33	5 : 16
MVD-PSY	20	8485	2974	6771	33	5 : 18
PSY-MVD	30	8815	2291	6324	31	5 : 31
MVD-PSY	30	8910	2610*	6710	33	5 : 33

Assumptions : Sector distance 1030 n.m.  
En-route temperature ISA + 10°C

Reserve Fuel: PSY-MVD 130 n.m. diversion plus  
45 minutes hold at 10,000 ft. plus  
5% block fuel.

: MVD-PSY 2 hours hold at 10,000 ft.  
plus 5% block fuel.

\* no 5% reserve. (Max. fuel)

Aircraft prepared for service weight 27,000 lb.  
(typical 40 seat layout) In mixed passenger/freight  
configuration increase useful payload by 42 lb. for  
each double seat unit removed.

64

25 Queensway,  
Caversham Park Village,  
Nr. Reading,  
Berkshire, England



Chief Secretary,  
Government Secretariat,  
Port Stanley,  
Falkland Islands,  
South Atlantic

17th June 1977

Dear Sir,

I have completed a study on the various types of aircraft including costs. Several assumptions have had to be made. They are cautious averages obtained from manufacturers, bankers, insurers, etc. and are listed as follows:-

- 1. Insurance (hull) 1 $\frac{1}{2}$ % hull value per annum  
Insurance (passenger) 40 pax. seats + third party liability £15,000 p.a.  
Insurance (passenger) 10 pax. seats + third party liability £10,000 p.a.
- 2. Loan cost 10% p.a. interest repaid over 10 years.
- 3. \* Fuel cost in Montevideo U.S. 60¢ per U.S. gal = 29.4p per Imp. gal.  
Fuel cost in Falkland Islands U.S. 73¢ per U.S. gal = 35.8p per Imp. gal.
- 4. \* Water Methanol cost in Montevideo U.S. \$1.10 per U.S. gal.  
= 53.7p per Imp gal.  
Water Methanol cost in Falkland Islands U.S. \$1.10 per U.S. gal.  
= 53.7p per Imp gal.

(\* Calculated at £1.00 = U.S. \$1.7)

- 5. En route navigation charges and landing fees at Montevideo £2.50 per arrival per passenger.
- 6. Passenger and handling costs at Montevideo £2.50 per arrival per passenger.
- 7. Average mean headwind en route 20kt. (the route being north/south), prevailing winds being westerly.
- 8. Purchase price of an aircraft with minimum spares £600,000. Both the H.S.748 and the F.27 would have to be second-hand (a new aircraft is £2.3m). The Super King Air would be new or nearly new at that figure.

AIR/1/3A

A brief evaluation of the aircraft follows. I have also enclosed supporting data from the aircraft manufacturers, brochures, etc.

HS 748

H.S.748-2A

The performance is shown in the enclosure from Hawker Siddeley Aviation. As you can see, the available runway length is not sufficient for take-off at the maximum weight of 46,500lbs. A headwind correction of 10kt. (common in the Falkland Islands) gives an increase in the allowable take-off weight of about 700lbs., increasing payload accordingly.

Out of Montevideo, the temperature is unlikely to rise above ISA + 15°C. ISA + 10°C is likely to be more common, i.e. 25°C or 77°F which should allow a maximum weight take-off of 46,500lbs. for the latest marks of aircraft.

Taking H.S. Aviation figures for the 20kt. headwind case but with the maximum take-off weight increased by 700lbs. and 1,000lbs. respectively:

	Headwind knots	Block Fuel	Reserve Fuel	Useful Load	Pax	Time
PSY-MVD	20	8405	2270	7455	<u>37</u>	5.16
MVD-PSY	20	8485	2974	7771	<u>39</u>	5.18

Sector distance 1030 nautical miles  
En route temperature ISA + 10°C

Reserve fuel

PSY-MVD 130nm diversion to Buenos Aires plus 45 min. hold at 10,000ft. plus 5% block fuel.

MVD-PSY 2 hours hold at 10,000ft. plus 5% block fuel

(Aircraft prepared for service weight 27,000lbs. - 200lbs. per passenger, inclusive of baggage)

Operating Costs (per return trip, i.e. 10 hours flight time)

<u>Variable</u> - Utilisation 1 return trip per week ; 520 hours per annum	£
Fuel 16890lbs. = 2120 gal. @ 32.6p (average)	691
Water Methanol 220lbs. = 23.4 gal. @ 53.7p	13
Component Overhaul £50 per flight hour	500
Unscheduled Maintenance and Contingencies £20 per hour	200
Maintenance labour requirement - 2 hours per flight hour @ £12 per hour	120
Flight crew - 1 captain @ £10,000 and 1 co-pilot @ £5,000 p.a.	290
Landing & nav. charges	£100
Handling charges	<u>£100</u>
	<u>2014</u>

Fixed (per annum)

Interest on Loan	£
	60,000
1st year repayment	60,000
Insurance (hull)	9,000
Pax insurance (40 pax) + third party liability	15,000
Office costs, I.A.T.A. etc.	3,500
	<u>147,500</u>

Therefore per return trip costs are:-	£
	2,839
+ Variable costs	2,014
	<u>4,853</u>
TOTAL	<u>4,853</u>

Therefore per sector £2,427

With a fare revenue of £100 per passenger, the break even load factor is 25 passengers in each direction.

Note: No allowance has been made for:-

- i) Hire of office space at the airport in the Falkland Islands
- ii) Depreciation of the aircraft
- iii) The cost of a hangar at the airport or for landing charges in Port Stanley

The same aircraft type is operated by LAN-Chilean Airlines (9 aircraft) based in Santiago. Major maintenance could be carried out there.

Second-hand aircraft presently available are certified to a take-off weight of 45,000lbs. I have assumed that they could be modified to the current 46,500lbs. of new aircraft, but have yet to confirm this with Hawker Siddeley Aviation.

F27

F27 - 200/600

The aircraft is similar in performance to the H.S.748, its main advantage being the slightly higher cruise speed and lower fuel consumption. For this reason, it is more widely used by the world's airlines. Because of its popularity, there are less second-hand aircraft available in the world market.

Fokker can quickly modify early series aircraft to the maximum take-off weight of 45,000lbs. for new aircraft. I have assumed this modification in the performance details given below.

Lack of runway length is again a factor out of the Falkland Islands. However, using a 10 knot headwind, 43,700lbs. take-off weight should be achieved. Out of Montevideo, using a temperature of ISA + 10° should allow a take-off weight of 45,000lbs.

	Headwind knots	Block Fuel	Reserve Fuel	Useful Load	Pax	Time
PSY-MVD	20	7250	1958	8452	42	4.49
MVD-PSY	20	7250	3117	8633	43	4.49

Sector distance 1030 nautical miles  
En route temperature ISA + 10°C

Reserve Fuel

PSY-MVD 130nm diversion to Buenos Aires plus 45 min. hold at 10,000ft. plus 5% block fuel.

MVD-PSY 2 hours hold at 10,000ft. plus 5% block fuel

(Aircraft prepared for service weight 26,000lbs. - 200lbs. per passenger inclusive of baggage)

Operating Costs (per return trip, i.e. 10 hours flight time)

<u>Variable</u> - Utilisation 1 return trip per week - 520 hours per annum	£
Fuel 14500lbs. = 1810 gal. @ 32.6p (average)	590
Water Methanol 220lbs. = 23.4 gal. @ 53.7p	13
Component Overhaul £50 per flight hour	500
Unscheduled Maintenance and Contingencies £20 per hour	200
Maintenance labour requirement - 2 hours per flight hour @ £12 per hour	120
Flight crew ; 1 captain @ £10,000 and 1 co-pilot @ £5,000 p.a.	290
Landing & nav. charges	£100
Handling charges	£100
	<u>1913</u>

Fixed (per annum)

Interest on Loan	£	60,000
1st year repayment		60,000
Insurance (hull)		9,000
Pax insurance (40 pax) + third party liability		15,000
Office costs, I.A.T.A. etc.		3,500
		<u>147,500</u>

Therefore per return trip costs are:-	£	2,839
+ Variable costs		<u>1,913</u>
TOTAL		<u>4,752</u>

Therefore per sector £2,376

With a fare revenue of £100 per passenger, the break even load factor is 24 passengers in each direction.

Note: No allowance has been made for:-

- i) Hire of office space at the airport in the Falkland Islands
- ii) Depreciation of the aircraft
- iii) The cost of a hangar at the airport or for landing charges in Port Stanley

The same aircraft type is operated by PLUNA- Uruguay Airlines (3 aircraft) based in Montevideo. The aircraft is likely to be bought by regional carriers in Brazil, replacing H.S.748's under a recent reorganisation of internal air services.



*Beech  
200*

Beech Super King Air 200

The performance is such that runway length is not a factor. Maximum take-off weight of 12,500lbs. is obtainable out of Port Stanley and Montevideo regardless of temperature.

	Headwind knots	Block Fuel	Reserve Fuel	Useful Load	Pax	Time
PSY-MVD	20	2220	550	2010	10	5.10
MVD-PSY	20	2220	560	2000	10	5.10

Sector distance 1030 nautical miles

En route temperature ISA

Reserve Fuel

PSY-MVD 130nm diversion to Buenos Aires plus 45 min. hold at 10,000ft.

MVD-PSY 2 hours hold at 10,000ft.

(Aircraft prepared for service weight 7,550lbs. - 200lbs. per passenger, inclusive of baggage)

Operating Costs (per return trip, i.e. 10 hours flight time)

Variable - Utilisation 3 return trips per week ; 1,560 hours per annum

Fuel 4440lbs = 544 gals. @ 32.6p (average)	£ 181
Water Methanol - None	-
Component overhaul @ £25 per hour	250
Unscheduled maintenance and Contingencies £5 per hour	50
Maintenance labour requirement - 1 hour per flight hour @ £4 per hour	40
Flight crew - 1 captain @ £6,300 p.a.	40
Landing and nav. charges	£25
Handling charges	£25
	<u>611</u>

Fixed Costs

Interest on Loan	60,000
1st year repayment	60,000
Insurance (hull)	9,000
Pax insurance (10 pax) + third party liability	10,000
Office costs, I.A.T.A. etc.	3,500
	<u>142,500</u>

Therefore per return trip costs are:-	£ 920
+ Variable Costs	611

TOTAL 1531

Therefore per sector £766

With a fare revenue of £100 per passenger, the break even load factor is 8 passengers in each direction at a frequency of 3 times per week, i.e. 24 passengers per week.

Note: No allowance has been made for:-

- i) Hire of office space at the airport in the Falkland Islands
- ii) Depreciation of the aircraft
- iii) The cost of a hangar at the airport or for landing charges in Port Stanley

The aircraft is being actively marketed in South America and there are several Beechcraft dealers on the South American mainland who could carry out major maintenance.

Taking the various break even load factors for the aircraft, the traffic flow required in each direction by each aircraft per annum is as follows:-

<u>H.S.748-2A</u>	<u>F27-200/600</u>	<u>Super King Air 200</u>
1300	1248	1248

However, the passenger figures given by Mr. Bowles are as follows:-

<u>1974</u>		<u>1975</u>		<u>1976</u>	
<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>
1205	1214	1303	1301	1210	1171

Clearly, the economics with any aircraft are marginal, with the result that I have been unable to obtain finance for the airline as a commercial undertaking. However, banks I have spoken to are prepared to finance an aircraft, provided any loan is guaranteed by the Falkland Islands government. The government bank would also have to provide working capital.

The operation should break even, given a small growth in passenger traffic which will probably result, due to the direct service to a major international airport with no "white card restrictions". Above all, it will give the islands their own link with the outside world.

I am prepared to start an airline if you will undertake the aircraft loan and provide working capital. It will certainly be considerably cheaper than having a South American or U.K. airline setting up a carrier for the islands.

As for the aircraft, the F27 seems, according to this brief survey, to be the most favourable but should you wish to proceed further, a more detailed study would have to be made.

I await hearing from you.

Yours faithfully,



M.P. DACEY

# MEMORANDUM

Reference AIR/10/1

Date 6 July 1977

From Airport Superintendent

To Chief Secretary

## FALKLAND ISLANDS AIR SERVICE

I refer to your minute 25 on this file and the letter from Mr Dacey dated 17 June 1977 with the enclosed technical notes on three types of aircraft.

A perusal of these papers reveals the following facts:

1. Mr Dacey has no airline of his own. He is neither a working partner/shareholder nor a member of an operating airline.
2. He is just an ex airline pilot on Tridents with British Airways with ten years' experience, who is interested in establishing an air service to the South American mainland from the Falkland Islands.
3. We have no reference to his ability as a pilot or organiser, of his flying experience or background on file, except what he professes to be. This needs clarification from British Airways, especially his case history with BA. It is not clear from his letter (folio 54A) whether he is still an active pilot.
4. He has no capital of his own, nor is he able to borrow capital on the security of his own assets from any bank.
5. He expects the Falkland Islands government to buy an aircraft and also to provide working capital. If the government agrees to these proposals he is prepared to start an airline.
6. This is a very different proposition from the one he gave us to understand earlier. His earlier proposal led us to believe or assume that it would not involve the FIG in any capital expenditure.
7. He is of the opinion that the above idea will be considerably cheaper than having a South American or U.K. airline setting up a carrier for the Falkland Islands. He tries to justify this by a set of technical statements which I will tabulate below for easier reference. I would not like to be the judge of the truth of these statements. This is a field for in-depth study by an expert of airline operations.
8. He has chosen three types of aircraft which he considers to be suitable for operation from Stanley, Falkland Islands, to Montevideo, Uruguay, for direct flights. These are -
  - a) AVRO - H.8 748-2A
  - b) F 27 - 200/600
  - c) Beech Super King Air 200

He analyses their respective operating costs, fuel consumption, passenger capacity, frequency of service and cost of purchase and finally recommends the F27 as the most favourable.

9. Price of aircraft

(a) Price of an aircraft (F27) with minimum spares, £600,000. It would have to be second-hand; a new aircraft is £2.3 million.

(b) Operating costs

Per return trip (i.e. 10 hours' flight time) on the route Stanley to Montevideo and Montevideo to Stanley, the cost would be:

. Fuel	£ 590.00
. Water Methanol	13.00
. Overhaul charges	500.00
. Maintenance & contingencies	200.00
. Maintenance labour requirement	120.00
. Flight crew (1 captain at £10,000 and 1 co-pilot at £ 5,000 p.a.)	290.00
. Landing and navigational charges	100.00
. Handling charges	100.00
	<hr/>
	£1,913.00

(c) Fixed charges (Interest on loan, first year re-payment, insurance, tax insurance, office costs, etc.,) per year £147,500.00

Therefore, cost per sector - i.e. Stanley to Montevideo, would be £2,427.00

(d) Fares

Recommended fare is £100 per pax.  
At a fare revenue of £100 per passenger, the breakeven load factor is 24 passengers in each direction; i.e. you should have pax 24 each way to cover the expenses involved, operating one flight per week.

10. The above price may be reasonable and cheap compared to LADP fares from Stanley. This needs checking.

11. In order to maintain the above breakeven factor, i.e. to cover expenses, we should have a passenger load of 1248 pax in each direction per annum. This needs comparative study with LADP's present passenger statistics.

12. Costs not included: In the above estimates Mr Dacey has not included:

- (a) Hire of office space at the airport in the Falklands;
- (b) Depreciation of aircraft;
- (c) Cost of hangar and landing charges payable at Stanley Airport.

We expect the Falkland Islands government to bear or make exemption from these charges.

13. Conclusion

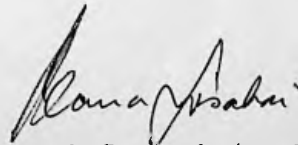
- (a) To summarise the whole project: Mr Dacey wants to start an airline for FIG provided FIG finances the project, which will cost as follows:

. Cost of aircraft (F27)	£ 600,000.00
. Operating cost per return trip (Stanley to Montevideo/return)	£ 2,839.00
. Variable costs	£ 1,913.00
. Fixed charges per annum	<u>£ 147,500.00</u>

which will amount to a

Total cost per sector (i.e. Stanley to Montevideo) of £ 2,376.00

- (b) To operate this airline without loss there should be a minimum passenger load of 24 pax each direction on the weekly flight operated from Stanley to Montevideo direct by an F27.
- (c) FIG would also have to exempt the airline from charges which would be levied at Stanley Airport by the Airport Superintendent. Government would also have to bear the cost of construction of a hangar, apron and access to the runway from the hangar.
- (d) There appears to be no recommendation or proposal in Mr Dacey's scheme for training local staff and maintenance staff; it may be that maintenance would be done in Uruguay.
- (e) What is the position when the only available aircraft for services is on overhaul, repairs or unexpected repairs lasting over a week? No provision has been made for this contingency in his scheme.
- (f) The benefits that would accrue to FIG over this project would be:
1. A possible growth in air traffic and passenger traffic due to the direct service to a major international airport;
  2. Possible increase in airport revenue from passenger tax;
  3. No white card restriction;
  4. Gives the Falkland Islands a direct route to U.K. or other countries without flying through Argentina and thus gives them an independent link with the outside world.

  
Airport Superintendent

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19th July, 1977

AIS/10/4

Mr. Wainwright Esq.,  
Directorate of Operational Services,  
Overseas,  
Aviation House,  
129 Kingsway,  
London. WC2B 6NW

J/O

PROPOSAL BY MR. DACEY TO OPERATE AN INTERNAL AIR SERVICE

On 15th June I sent you a copy of my reply to Mr. Dacey. I now attach a lengthy letter from him together with a note on it prepared by the Airport Superintendent and my letter of acknowledgement.

2. You will observe that I have pointed out to Mr. Dacey that his new proposal apparently falls short of our essential criteria of regularity, safety and cost, and we would wish to examine it closely before committing ourselves to any change in our existing arrangements.

3. As Mr. Kanagasabai points out Mr. Dacey's project lacks backup; he appears to have little means and proposes to act simply as a go-between utilising government's finance and resources but putting little to risk himself. We should, feel happier if his was a genuine and valuable participation such as to give him a real incentive to sustain a regular and worthwhile service.

A. J. P. Monk  
CHIEF SECRETARY

4/

19th July, 1977

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AIR/10/1

Mr. H. P. Dacey,  
25 Queensway,  
Caversham Park Village,  
Reading,  
Berkshire.

*gla*

External Air Service

Thank you for your letter of 17th June about the proposal first made in your letter of 15th March, 1977 to Capt. J. Ferr, CBE, the Superintendent of Aviation.

2. Before we proceed further I believe it would be prudent in both our interests for detailed independent studies to be made. I make this point as your last letter introduces a financial element absent in the earlier correspondence. We had assumed from your previous letters that you would provide the major portion at least of the initial capital but this seemingly is not the case and you would want government to provide or guarantee all the funds to purchase an aircraft and working capital; make office and hangar space available and waive all charges.

3. You will appreciate from the figures you have kindly supplied that the capital contribution from this government would thus be quite large, at least in terms of our limited budget. It would I regret be rather more than we could afford without recourse to W loan funds. These would only be considered after the most thorough appraisal of the project by experts and I have therefore referred your letter to the Ministry of Overseas Development in London and to the Civil Aviation Authority.

4/



4. The financial implications for us, taken with the other considerations, to which I referred in my letter of 6th May lead me to conclude that your proposals would need most careful thought and study before we should decide to disturb our existing arrangements.

5. Perhaps most important of all are the requirements of servicing, safety and regularity so that I don't doubt that I may have to ask you for such greater detail on these all important aspects. In this connection you may wish to concentrate on the problems of operating an airline to which I referred in paragraphs 5 to 7 of my letter of 13th June, 1977.

6. As I stressed in an earlier letter this government is most anxious to attract private enterprise and investment but, especially in the key field of communications on which the Colony's life so much depends, we must be absolutely satisfied that we run no danger of lowering our standards. We hope also to reduce the degree of direct government involvement and consequently will be most attracted by a proposal which is self-contained and reduces government's active or day to day participation to a minimum!

A. J. P. Monk

CHIEF SECRETARY

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C. S.

Reference the telex messages attached, I submit herewith the following draft which you may consider ~~it is~~ appropriate to incorporate in your reply.

1. Q. Have there been major industrial developments in the region which are dependent on advantages provided by air freight transport ?
  - A. There are a few potential industrial developments in the Falkland Islands, but they have so far not taken place because the facilities of air-freighting are not present. If air transport could develop in the Colony potential export industries like expending frozen mutton to Europe and UK and live mutton to the Middle East could develop.
2. Q. List the main commodities carried by air to and from points in the region and from among these and other commodities identify those with greatest scope for future expansion.
  - A. At present main commodities carried by air are NIL but if air transport could develop there are potential markets here for commodities like fresh fruit, vegetables and beef to be carried in by air, and mutton to be carried out.
3. Q. What are the obstacles to the development of trade by air of these commodities?
  - A. Lack of <sup>proper</sup> air transport system and non-availability of a suitable airport with long runways to take in medium- and large jets from several Latin American countries.
4. Q. Are there other specific measures by which air freight could play a more important role in the development of foreign trade in the region?
  - A. Yes; by the potential development of sources like fisheries, oil drilling etc., and by building a big airport with longer runways to be able to take large jets.



*Mangra Sahai*  
 APS  
 31.8.77

*17/8*  
 Do we need to reply?  
*SS/A*

RESTRICTED

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RPTD LIMA  
RPTD MONTEVIDEO  
RPTD PORT STANLEY  
RPTD QUITO  
RPTD RIO DE JANEIRO  
RPTD SAO PAULO

CS

FOR COMMERCIAL DEPARTMENT FROM OWEN. YOUR CREDIA 11. INTERNATIONAL  
AIR PASSENGER AND FREIGHT TRANSPORT TO LATIN AMERICA.

1. WE AGREE THAT IT IS ODD THAT WE HAVE BEEN ASKED TO ASSIST IN THIS EXERCISE PARTICULARLY IN VIEW OF THE FACT THAT THE STATES IN THE REGION HAVE RECEIVED THEIR OWN FULLER QUESTIONNAIRES FROM ICAO. WE DO NOT, HOWEVER, KNOW THE FORM THAT THESE HAVE TAKEN.
2. WE WOULD BE HAPPY FOR YOUR RESPONSE TO BE CONFINED TO GENERAL COMMENTS BASED ON YOUR OWN KNOWLEDGE OF THE QUESTIONS RAISED AND ACCEPT THAT YOU WILL NOT BE MAKING EXTENSIVE ENQUIRIES.
3. I AM COPYING THIS TELEGRAM TO ALL THE RECIPIENTS OF MY CREDIA 12 OF 19 AUGUST.

NNNN

RESTRICTED

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0811074DT1HQ G

FM DEPTS OF TRADE AND IND LONDON

TO ROUTINE ASSUMION TELIC CREDA 12 OF 10TH AUG REPEATED TO  
BOGOTA, BUENOS AIRES, BRAZILIA, CARACAS, LAPAS, LIMA, MONTEVIDEO,  
PORT STANLYE, QUITO, RIO DE JANEIRO, SAO PAULO, AND SANTIAGO.

FROM OWEN CREE

DEVELOPMENT OF INTERNATIONAL AIR PASSENGER AND FREIGHT TRANSPORT  
TO LATIN AMERICA.

1. THE INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO) IS  
UNDERTAKING A STUDY OF THE DEVELOPMENT OF INTERNATIONAL AIR  
PASSENGER AND FREIGHT TRANSPORT FOR LATIN AMERICA AND THE CARIBBEAN.  
THE ORGANISATION HAS CARRIED OUT PREVIOUS STUDIES ON LATIN AMERICA  
AND THE CARIBBEAN, ONE ON INTERNATIONAL AIR FREIGHT IN 1960 AND  
THE OTHER ON INTERNATIONAL PASSENGER TRAVEL IN 1960.  
THE OBJECT OF THIS LATEST STUDY IS TO SUPPLEMENT OR CONFIRM THE DATA  
NOW AVAILABLE AT ICAO HEADQUARTERS.

2. THE CIVIL AVIATION INTERNATIONAL RELATIONS DIVISION WERE HAVE  
ASKED FOR ASSISTANCE IN DEALING WITH ONE QUESTION ON THE ICAO  
QUESTIONNAIRE WHICH CONCERNS THE DEVELOPMENT OF TRADE BY AIR.  
THE QUESTION IS IN FOUR PARTS AS FOLLOWS.

A. HAVE THERE BEEN MAJOR INDUSTRIAL DEVELOPMENTS IN THE REGION  
WHICH ARE DEPENDENT ON ADVANTAGES PROVIDED BY AIR FREIGHT TRANSPORT?  
EXAMPLES OF SUCH PROJECTS MIGHT BE FOUND IN THE FOLLOWING INDUSTRIES:  
ELECTRONIC COMPONENTS, TEXTILE AND LEATHER GOODS, PHARMACEUTICALS,  
AGRICULTURE AND HORTICULTURE ETC.

B. LIST THE MAIN COMMODITIES CARRIED BY AIR TO AND FROM POINTS IN THE  
REGION AND FROM AMONG THESE AND OTHER COMMODITIES IDENTIFY THOSE  
WITH THE GREATEST SCOPE FOR FUTURE EXPANSION.

C. WHAT ARE THE OBSTACLES TO THE DEVELOPMENT OF TRADE BY AIR OF  
THESE COMMODITIES?

D. ARE THERE OTHER SPECIFIC MEASURES BY WHICH AIR FREIGHT COULD  
PLAY A MORE IMPORTANT ROLE IN THE DEVELOPMENT OF FOREIGN TRADE IN  
THE REGION?

3. I SHOULD BE GRATEFUL FOR ANY INFORMATION YOU CAN PROVIDE IN  
ANSWER TO THESE QUESTIONS. IT IS APPRECIATED THAT THIS MIGHT  
INVOLVE YOU IN A CONSIDERABLE RESEARCH EXERCISE, BUT I SHOULD BE  
GLAD TO RECEIVE YOUR REPLY BY 15 SEPTEMBER SO THAT THE INFORMATION  
CAN BE CO-ORDINATED AND FORWARDED TO ICAO.

NNNNN

=BANC 0905 19/8/77 DD -B,C,7/ 4  
214 GOVERNOR FK  
0811074DT1HQ G

70

FIF0003/06

RR FCO

GR 40



CYPHER CAT A

FM PORT STANLEY 06/1505Z

RESTRICTED

TO ROUTINE FCO TELNO 267 OF 6 SEPTEMBER  
PLEASE PASS TO DEPTS OF TRADE AND INDUSTRY  
YOUR TELS CRED A 12 TO ASUNCION AND CRED A 13 TO SANTIAGO:  
INTERNATIONAL AIR PASSENGER AND FREIGHT TRANSPORT TO LATIN  
AMERICA

- 1. FALKLANDS DO NOT HAVE THE POPULATION, INDUSTRIES OR FACILITIES TO REQUIRE OR SUPPORT AIR FREIGHT ON ANY SIGNIFICANT SCALE.

SLATER

NNNN

SENT AT 06/1526Z GMS

RECD AT 06/1526Z AWW

NNNN

72

e.s.

214 GOVERNOR FK  
214 GOVERNOR FK  
214 GOVERNOR FK  
778246 LOGGLA G  
778246 LOGGLA G  
23 RD MARCH, 1978.  
1400 G.M.T.

ATTN. GOVERNOR GENERAL, FALKLAND ISLANDS.

WOULD YOU PLEASE PASS THE FOLLOWING MESSAGE TO YOUR DEPARTMENT  
OF CIVIL AVIATION:-

THIS IS LOGANAIR LTD., GWASGOW AIRPORT, SCOTLAND. TELEX NO.  
778246 UNITED KINGDOM.

WE HOPE TO OPERATE ON A 5 MONTH LEASE FROM THE 1ST APRIL, THE  
BRITISH ANTARCTIC SURVEY TWIN OTTER REGN. VP-FAW, S/N. 546.  
WE REQUEST THE NECESSARY CLEARANCE TO MAINTAIN AND CERTIFY THIS  
AIRCRAFT USING OUR U.K. LICENSED ENGINEERS. THIS IS POSSIBLY  
NOT AS SIMPLE AS WE THINK, AND WE THEREFORE WOULD BE OBLIGED IF  
YOU WOULD ADVISE FURTHER ACTION NECESSARY.

REGARDS

GILBERT FRASER,  
CHIEF ENGINEER.

CORRECTION: GWASGOW SHOULD READ GLASGOW

778246 LOGGLA G

214 GOVERNOR FK

# MEMORANDUM

74

Reference RICAS/MB

Date 23rd. March 1978

It is requested that this number and date should be quoted.

From Director Civil Aviation

To Chief Secretary

Telex sent accy.

*[Handwritten signature]*  
27/iii

Subject:-

LOGANAIR LTD

73

I refer to your memorandum of today's date enclosing photocopy of telegram from the above company.

2. Provided the aircraft is maintained in accordance with the approved Maintenance Schedule and the engineers suitably licensed in accordance with the CAA and ARB requirements for airframe and engine type, clearance may be given.

3. Since the aircraft will be flying under a Falkland Islands registration, I would suggest that they also obtain clearance from the U.K. Civil Aviation Authority.

4. Although we are a licensing authority in our own rights we do not have the expertise to form an examining board locally to the full. F.I. licenses are therefore only issued to persons holding current U.K. licenses.

*[Handwritten signature]*  
(J. KERR)

Director Civil Aviation.

Handwritten initials and date: JPA  
27/11

TELEX No 778246  
BRAGER CHIEF ENGINEER  
LOGANAIR GLASGOW AIRPORT SCOTLAND

YOUR TELEX OF 23 MARCH  
PROVIDED AIRCRAFT MAINTAINED IN ACCORDANCE WITH APPROVED  
MAINTENANCE SCHEDULE AND ENGINEER LICENSED FOR AIRFRAME AND  
ENGINE TYPE BY CAA AND ARE NO REPEAT NO DIFFICULTY. SUGGEST  
ALSO YOU CLEAR OPERATION WITH CAA.

2. NO LOCAL EXAMINING BOARD BUT LICENCES ARE ISSUED TO  
PERSONS HOLDING VALID UK LICENCES.

CHIEFSEC

\_\_\_\_\_  
Signature of Sender



76

Handwritten note: Please send copy to DCA  
29/3/78



212 CHECOTH FX  
212 CHECOTH EQUIWRY LOGGLA G1809GHT  
778246 LOGGLA GG  
28/03/78.  
1500GHT.

ATTN DEPARTMENT OF CIVIL AVIATION.  
\*\*\*\*\*

75

THANK YOU FOR YOUR TELEX OF 27TH MARCH IN REPLY TO OURS.  
WE HAVE CLEARED OUR OPERATION OF THE R.A.S. TWIN OTTER  
VP-FAM WITH THE CAA.  
WE BELIEVE THE AIRCRAFT HAS BEEN MAINTAINED TO THE DE  
NAVILLAND CANADA MAINTENANCE SCHEDULE REF: PSM 1-6-7  
AND WE INTEND CONTINUING WITH THIS TYPE OF MAINTENANCE SUBJECT  
YOUR APPROVAL.  
THE LICENSED ENGINEERS EMPLOYED BY US ARE UNDERNOTED AND WE  
WOULD BE OBLIGED IF YOU WOULD TELEX CONFIRMATION WHEN THEY HAVE  
BEEN ISSUED WITH A FALKLAND ISLAND LICENCE, ALSO THE FEE  
REQUIRED.

NAME	CAA LICENCE	DATE OF EXPIRY	CATEGORY
G.J.A. FRASER	12097	JULY 1979	A + C 'X' COMPASSES (DIRECT AND REMOTED)
S. MITCHELL	12300	FEB 1980	A AND C 'X' COMPASSES (DIRECT AND REMOTED)
R.H. WALLACE	4794	NOV 1979	A AND X
G. JOHNSTON	13415	SEP 1979	R (RADIO) 12.1, 12.2, 12.3
T. MULHERN	16085	APR 1979	R (RADIO)

DO WE MAINTAIN AND CERTIFY THIS AIRCRAFT AS WE WOULD A BRITISH REGISTERED AIRCRAFT? I.E. ARE THE FALKLAND ISLANDS CERTIFICATION PROCEDURES BASED ON THE CAA, OR SOME OTHER AUTHORITY.

AS THE AIRCRAFT ARRIVES WITH US TOMORROW WE WOULD BE EXTREMELY OBLIGED IF YOU PROCESS THIS AT YOUR EARLIEST CONVENIENCE.

KIND REGARDS

GEORGE CORMACK  
DEPUTY CHIEF ENGINEER

LOGANAIR LIMITED  
GLASGOW, SCOTLAND.

778246 LOGGLA G  
212 CHECOTH FX



CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

AIR/10/1

29 March 1978

77

→ bu 3 April  
29/iii

now see 78

Chief Secretary

Director Civil Aviation

LOGANAIR LIMITED

74

Exchange of memos on this topic rests with your memo to me of 23 March.

2. My subsequent response to Loganair, based on your advice, has brought the attached reply. I should be grateful if you would let me have a draft on the lines of which I can reply to their queries.

NB Mr Campbell of CAW telephoned to say that Loganair wanted to speak to me about Folio 76. However, call was deferred to allow DCA to deal with. DCA so informed at 1145.

JOHN MASSINGHAM  
CHIEF SECRETARY

21  
iii

# MEMORANDUM

Refer **EXGAS/ADR**

Date ..20th.. March 1978....

It is requested that this number and date should be quoted.

*nb Agreed with OCA that he wd. send attached message, as amended, when he contacts Loganair at 1330*  
To ~~Chief~~ Secretary. *PC* *M. 31/41*

From Director Civil Aviation

Subject:- LOGANAIR LIMITED.

I refer to your AER/10/1 dated 29th. March.

- 2. Having viewed Loganair telex I recommend that approval be granted to the engineers named to maintain and certify Twin Otter VP-PAW.
- 3. Since Falkland Islands licenses issued only to holders of CAA licenses, I do consider it necessary to issue Falkland Islands licenses.
- 4. Our maintenance and certification procedures are based on CAA requirements.
- 5. Draft reply attached.



(J. KERR)  
Director Civil Aviation.

(60)

C.P.

Copy sent to DCA  
J.M.  
3/31/78

For depts reply in  
H.K. please.

17  
130/3

214 GOVERNOR FK

ZCZC P066 C/0921/78      PRIORITY      1600Z      30/3/78  
FM CAMBRIDGE HQ  
TO STANLEY  
FOR HE THE GOVERNOR.

IT IS HOPED TO LEASE TWIN OTTER VP-FAW TO LOGANIR, GLASGOW, SCOTLANDS FOR 5 MONTHS BEGINNING APRIL 1. THE CONTRACT IS FOR CARRYING OIL-RIG CREWS ABERDEEN -SUMBURGH AND IT WILL THEREFORE BE NECESSARY TO OPERATE IN PUBLIC TRANSPORT CATEGORY AND THE CERTIFICATE OF AIRWORTHINESS MUST BE CHANGED TO INCORPORATE THIS. BAS NORMALLY HAVE NO REASON TO FLY IN OTHER THAN PRIVATE CATEGORY. TO THIS END REQUESTED CANADIAN DEPT OF TRANSPORT TO CARRY OUT ' ' CONDITION AND CONFORMITY INSPECTION ' ' DURING RECENT OVERHAUL. THIS INSPECTION WAS SATISFACTORY AND HAVE RECEIVED COPY OF REPORT AND COVERING LETTER FROM DOT. COULD YOU PLEASE THEREFORE AUTHORISE DIRECTOR BAS TO SIGN C OF A ON YOUR BEHALF AS IN PREVIOUS YEARS. CURRENT C OF A WILL BE CANCELLED. COPIES OF ALL DOCUMENTS INCLUDING DOT INSPECTION REPORT ETC WILL BE FORWARDED FOR YOUR RECORDS.

PIW/AM

NNNN

214 GOVERNOR FK

79

1  
212 CUBLOTI DC

778246 LOGCLA 00000000  
778246 LOGCLA C  
31 MARCH 1978 1640GMT

HELLO AGAIN

IS THE DIRECTOR OF CIVIL AVIATION THERE YET PLS?

YES HE IS HERE AND I SHALL WAIT A MOMENT AND  
THEN MAYBE YOU WOULD CONSENT AFTERWARDS THAT I CALL

OK PLS GOH AHEAD

TELEX DATED 31.3.78 FOR LOGCLAIR 778246  
ATTN CORRECTION FROM JAMES KERR DIRECTOR OF CIVIL AVIATION

REFERENCE YOUR TELEX 28TH MARCH 1978 APPROVAL GRANTED WITHOUT  
FEES FOR YOUR NAMED ENGINEERS TO MAINTAIN TWO CTRM VP-FAW  
IN ACCORDANCE WITH DEHAVILLAND CANADA MAINTENANCE SCHEDULES  
1-6-7.

FALKLAND ISLANDS CERTIFICATION PROCEDURES BASED ON CAA AND AIB  
NAVIGATION (OVERSEAS TERRITORIES) ORDER 1977.

FALKLAND ISLANDS AWE LICENSES ARE NOT ISSUED FOR USE OUTSIDE  
THIS COLONY.

ANY FURTHER QUERIES PLEASE DIRECT TO KERR FALKLAND ISLANDS

NNNN  
FOR RECVD PSE??

WELL RECD I WOULD LIKE TO PUT A COUPLE OF SO QUESTION OK

OK FIVE AWAY

JUST FOR OUR INFORMATION WOULD U PLS ADVISE IF PUBLIC TRANSPORT  
C OF A HAS BEEN GRANTED  
IF THE ENGINEER LICENCES ARE NOT TO BE USED OUTSIDE COLONY  
DOES THIS MEAN ON AIRCRAFT OF OTHER NATIONALITIES ? I PRESUME  
WE WILL USE YOUR AUTHORITY JUST GIVEN TO CLEAR VP-FAW ALTHOUGH  
THE AIRCRAFT IS IN SCOTLAND

CABLE & WIRELESS



CABLE & WIRELESS



CABLE & WIRELESS



HAVE YOU ANY MORE QUESTIONS??

NO THAT'S ALL FOR NOW

OK YOU ARE

FULLY TRANSPORT C OF A HAS BEEN REARRESTED  
SECOND QUESTION DOES HEAR AN AIRCRAFT OF OTHER NATIONALITIES

ER THANKS VERY MUCH FOR ALL YOUR ASSISTANCE

OK  
NO MORE

THIRD QUESTION AFFIRMATIVE

OK IF THAT ALL U HAVE I LL SIGN OFF OFF

G MORHACK

FOR YOUR INFO REASON NO FALKLAND ISLANDS LICENCE ISSUED OUTSIDE  
COLONY IS WE HAVE NO EXAMINING BODY AS SUCH AND OUR ENGINEERS  
ARE EXAMINED BY CAA OK??

OK THANKS AGAIN

FINE THATS THE LOT FROM US C U BIE

BIE

77246 LOGCLA Q

212 CWBOSTN PK

SS  
C  
CABLE & WIRELESS  
1960-1970  
C

# MEMORANDUM

(6)

Reference .....

Date ..... 3rd April 1978.....

It is requested that this number and date should be quoted.

From Director Civil Aviation

To Chief Secretary

Subject:- C. of A. - Twin Otter VP-PAV.

I refer to telex from BAS.HG. Cambridge re C. of A. for the above noted aircraft received by me today.

2. In my telex conversation with Loganair on Friday 31st March I advised Mr Cornack of that company that approval for issue of Public Transport C of A would be approved.

3. I enclose a draft for His Excellency's signature.



(J. KERR)  
Director Civil Aviation.

Draft to: Director BAS Cambridge.

For Director

Reference your telex 30th March. Approval granted for issue of  
Public Transport Category C of A in respect of Twin Otter VP-FAW.  
Director authorised to sign same on my behalf.

GOVERNOR.

*Sard.*  
*[Signature]*  
—



S.C. Pl send copy of R 284 under complaint slip unless if he has any comments.

5/9

C.S. Duplicate of r 284 has been sent to E.O.B as instructed.

Reg  
13/4/72

x/ S.C. You sent also a copy of the manual referred to? Pl R.I.V. to get comments back from DCA.

14/9

Reg. Would you confirm if above - pl.

15.9.72

RAE: D.C.A. confirms receipt of the Manual.

15.9.72

By 15.10.72.

(KIV - DCA: comments)

AB.

Reg Pl try very hard to remember to date stamp all incoming letters - R259

C.S. Noted. RA

29/10

7

2  
Pl. transfer 263 & attachments to  
Aviation Committee (Problems) file.  
Pl. consult Mr. Brook.

5/12  
8

CS Actoned SS 2/11/76  
9

Airport (BU)


for perusal  
8/9/76  
10

C.S.

Your 2.

1. I have perused letters on folios 43 and 44.
2. It is my view that in order to expand Civil Aviation in the Falkland Islands the Government should encourage more air traffic to come into this country. Such a policy will:-
  - a) Increase the revenue of the new airport, which should come into operation by the beginning of 1977;
  - b) will bring more tourist traffic into this country by air, which in turn will increase income to the Government;
  - c) bring publicity to the new airport and the country among the International Civil Aviation world.
3. A Beachcraft which is a twin engined 'plane could fly direct from Chile to the Falklands. The new airport could accept this 'plane in 1977, as it belongs to the same category as the F27. The Government could charge landing fees and parking fees for such flights during their stop-over period. The Government should also charge for every landing such visiting aircraft performs during the stop-over period.
4. Such charter flights could be allowed to uplift sheep or cargo from the Falkland Islands to anywhere outside this country. But such flights should not be allowed to carry passengers or freight to farms from Stanley. This right should be reserved to FIGAS only. ~~granting permission~~
5. Granting permission for such commercial flights will come under the powers conferred to the Governor under the Air Navigation Regulations for Overseas Territories.

4/11/76

  
Airport Suptd.  
9-11-76

His Excellency the Governor.

Y.E.

Policies 42 and 44 submitted with Airport Superintendent's minute 10.

2. It is obviously still somewhat early to try and pre-empt the situation with regard to private flights and it may be prudent to await the professional advice from the CAA team.

3. Basically I am sure Mr Kanagasabai is right that such flights are governed by the powers conferred on Y.E. under the Air Navigation Regulations but there is of course the question of utilising the facilities of the FIR which as I understand it in this case is Comodoro Rivadavia.

4. Perhaps we should address the Embassy in BA ?

C.O.  
A. (copy)  
to Santiago

G.S.  
15-11-76

G.S.

I do not think the Argentines will make difficulties. But I agree that we should put the issues briefly and clearly to the F.B.O. and the Embassy in B.A. (copy to Santiago) for their views

MS

16/11

13

AS Pl. write to FBO & BA copy to Santiago as in

12

14

16/11

C.S.

Draft letter at centre of c. pl.

18. 11. 76

15

As 14  
- H. mine

See 11

16

APS

The proposal at folio 51 looks as if it could turn out to be a very expensive proposition; perhaps you would however study to see if there is anything in it worth following up. In any event I suppose we should write to enquire for further details, copying our letter to David Hall in LAD/FCO.

By 25.3.77

KIV-r 6(47-8)

C. S.  
10-3-77

17

C.S.

Your 16.

1. The proposals contained in folios 51, 51A and 51B are quite interesting though they may be expensive.
2. Following up some of these proposals will definitely improve Civil Aviation in the Colony and bring more air traffic to the new Stanley airport. Offers of such nature by private airlines are encouraging and foretell that this Colony has a good potential for air traffic.
3. The proposal to form a private or state airline called "Falkland Airlines" to cover the external and internal air routes of the Colony from Stanley is very sound and could replace FIGAS. Such a venture of course will be very expensive but the capital may be shared by the Government and the private sheep farms in the Colony on a percentage basis.
4. The present new runway will be suitable for the operation of DC4 (four engined aircraft) as cargo to fly mutton to the Middle East or the Gulf area, and passengers to Montevideo, Buenos Aires and to cities in Chile.
5. However this scheme needs more detailed studies including route rights, finance, maintenance, training etc and we should call for further details from "Euro Air".

APS

17.3.77

By 26.4.77

KIV - (53)

CS

H.E. agrees draft to Mr Dacey. It strikes right notes of helpfulness v. interest. Later on perhaps we shall be able to give him figures on LADS traffic's figures etc.

Blair 5/5

19

PG

You may find Mr Kanagasabai's note at (58) useful; it draws together the several views expressed recently about regularising flights utilising the new airfield.

2. The immediately outstanding matter seems to be confirmation from FCO to clarify the position set out in sub-para (d) at the foot of page 1. I suppose you have nothing further on this?

C. S.

24 May 77

20

CS

Give para 2 above. Have sent chaser Telegram.

J 24/5

21

APB

Would you kindly show Co B Mr. Wainwright and obtain his reaction?

22

S 24/5

CS

Ref. your 21 above. I have discussed this matter with Mr Wainwright and I quote his comments below:

1. You will need to tell Dacey that hangarage and facilities for maintenance are not yet available at Stanley (if you do provide a Hangar for an F27 you will need further apron extension, access across the drains etc., to serve the hangar).
2. You should agree to supply Dacey with the traffic statistics so that he may come forth with a firm proposal regarding the aircraft he would use and frequency of operation.

cont'd over

22 cont'd.

3. He may need to register his aircraft here and operate from here, and have maintenance carried out in Montevideo.
4. It would be for him to put forward fare proposals based upon the aircraft he finally decides to use and the utilisation he can make of the aircraft.
5. We have no idea, at present, in London as to Mr Dacey's financial status or backing. It would certainly be necessary to have this before you undertook to provide any substantial facilities at this end.
6. You will also need advice from DoT as to traffic regulations, charter permits, etc.

*[Signature]*  
 APS  
 2 Jun 77

23

YE  
Mr. Dacey.

*On APS's advice YE may consider draft a.c. available as a reply to Mr. Dacey's letter of 60.*

*Sio/6.*

24

*J.P. 03 2577*

*you will see*

*c.s. show by you, 7 m. Copies of yours, & Mr. Dacey's letter should go to A.C. (and CAA?)*


*[Signature]*

25

APS

Mr Dacey has now followed up his letter of 10 June with a study of the various types of aircraft including costs.

2. Out of all this welter of technical information, could you kindly distil the main facts for me to incorporate into an Exco paper. The important element I imagine would be what the cost would be to FIG, bearing in mind that the original approach seemed at least to indicate that there would be no expense falling on this Government. Another important aspect of course will be the fares.

  
C. S.  
4.7.77

26

CS

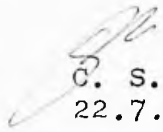
Your 25. Memo at folio 65 covers my comments on Mr Dacey's project.

  
APS  
6.7.77

pg Thanks 25/7

27

I am not sure if you have seen my latest reply to Mr Dacey at folio 67. I have also referred the matter to Wainwright of CAA (at 66).

  
C. S.  
22.7.77

28

bu 19/12/77

YE

BAS telex at folio 80.

2. I recommend that you reply on the lines of the draft, opposite, prepared by DCA.

3. The background briefly is that:

- i) Loganair are operating, wef 1 April, British Antarctic Survey's Twin Otter aircraft: VP-FAW - folios 72 and 75 refer;
- ii) BAS have normally operated on private licence category but Loganair naturally want a licence in the public transport category;
- iii) DCA is entirely satisfied that we can accept Canadian standards;
- iv) BAS have stock of C of A forms and are familiar with process.

4. My only doubt is that you may not have specifically delegated your authority to Director of British Antarctic Survey under Air Navigation (Overseas Territories) Order 1977: not an insignificant point but one, I suggest, that might be pursued subsequently.

CS

3.iv.78

C.S. Thank you: tel sent.

now pg