

2528

AIR/34/1
FALKLAND ISLANDS

2528

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VOL 1 301 1972

SECRETARIAT

SCHEDULED AIR SERVICE

COMODORO RIVADAVIA

TO STANLEY

AIR/34/1

ARCHIVE

File

Closed

2.11.77

CS	20/7	BU	✓	Per	10
Type	RC/7	CS	21/7	HE	21/6
CS	21/7	BU	✓	Per	22/6
Dep	21/7	CS	✓	Per	11/9
CS	23/7	BU	✓	HE	11/9
PA		CS	17/80	BU	✓
CS	25/7	HE	18/10	HE	31/10
HE	24/7	18/10	✓	BU	31/10
CS	27/7	PA	27/10	BU	19/11
Type	27/7	CS	27/10	HE	✓
CS	28/7	PA	27/10	Per	
PA	18/8	CS	2/11		
CS	19/8	HE	3/11		
BU	✓	PA	17/10		
CS	24/8	CS	17/10		
Type	25/8	Type	21/10		
CS	25/7	CS	2/12		
Dep	26/8	BU	4/11		
CS	26/8	CS	2/11		
BU	13/9	PA	1/11		
CS	13/9	CS	27/11		
Dep	14/9	Type	23/11		
CS	14/9	CS	22/11		
BU	15/9	Per	23/11		
CS	24/9	CS	24/11		



BRITISH EMBASSY

BUENOS AIRES

13 July 1972

T H Layng Esq
Colonial Secretary
PORT STANLEY

Dear Tom,

THE F.27 SERVICE TO THE FALKLANDS

1. You may be interested to have the results of some enquiries which we carried out on the potential availability of seats and cargo space from the Argentine to Port Stanley when the Fokker service is under way. The Argentine Air Force calculate that the F.27 will be able to fly to Port Stanley with a maximum all-up weight of 5,000 kilos of passengers or freight. On the other hand for the return journey from Port Stanley to Comodoro they estimate a maximum of 22 passengers with no cargo. This lower figure is necessitated by the operational limits which will be imposed by the size of the temporary airstrip.

2. It is difficult to give any estimate of the likely demand for seats from the Argentine since we do not have sufficient evidence yet to build up an accurate picture. When I spoke to Major Bloomer Reeve of LADE he thought that it was unlikely that demand for most of the year from the Argentine would justify a weekly service. Once the novelty value of it wears off there could be a sharp decline which he reckoned might stabilise somewhere around 12 to 14 passengers a fortnight. We think that there will be a definite expansion of Argentines wanting to travel to the Islands when the temporary airstrip is in use.

3. We should be grateful if you would give us an estimate of what you think the likely demand for seats from the Islands will be with some idea of the inevitable seasonal fluctuations.

Yours ever,

Richard

R D Lavers

Copied to:-

Latin America Department
FCO

20th July

72.

9/0

Fokker Friendship Service
to Port Stanley

Please refer to your letter of July 13th. We were interested to hear LADE's latest thoughts on loadings possible for the proposed Comodoro to Stanley air service.

We feel very strongly indeed that it is quite essential that the service should be a regular weekly flight, and that this should be stated openly and without reservation right from the beginning. Tourists, businessmen and officials will be prepared to make a week's visit to the Falklands, but a large percentage of intending visitors would be deterred by having to spend a minimum of two weeks here. Similarly from this end passengers and orders for air cargo will be greatly stimulated if there is to be a regular weekly plane. The knowledge that if you do not get on one plane you will only have a week to wait until the next will influence many to spend a short holiday on the mainland.

I have been in almost exactly similar circumstances twice before in the Pacific, and each time we found that with a fortnightly plane it took a very long time for people to take to the air and for traffic to build up, but once we got down to a weekly service in no time at all we were on to two, three and four planes a week.

There is also the point that a weekly service has been stipulated in the Joint Statement.

As far as the actual demand for seats goes it is not easy to see clearly into the crystal ball. We are at the moment in the dead of winter when anybody with any sense has already long departed for leave in the U.K. Nevertheless the demand for travel to Argentina by Albatross and 'ABS' for July has been 68 persons or 17 per week.

I would feel confident that if LADE keeps the F.27 entirely flexible as regards the passenger/cargo configuration for each flight, and wholesalers in Comodoro organise themselves to supply us with fresh produce as required, the plane will fly at 90% capacity virtually all the time.

(T. H. Layng)

R. D. Lavers Esq.,
British Embassy,
Buenos Aires,
Argentina.

c.c. Latin American Dept.,
Foreign & Commonwealth Office,
London SW1.

CB

27th July

72

Fokker Friendship Air Service to Stanley

We have been giving some thought to the fares to be charged between Stanley and Comodoro when the air service starts in November. A fare of £10 was discussed when Comodoro Degan Lob was in Stanley earlier this year and he mentioned the same figure to me in Buenos Aires in June.

For various reasons it would be convenient for us if this fare could be finalised before too long. Could you thus inform the Comodore that we are in agreement with a one-way fare of £10 from Stanley to Comodoro?

(T. H. Layng)
COLONIAL SECRETARY

R. D. Lavers, Esq.,
British Embassy,
BUENOS AIRES.

HRT.

RESTRICTED

5



BRITISH EMBASSY

BUENOS AIRES

15 August 1972

4/24

T H Layng Esq
Colonial Secretary
PORT STANLEY

Dear Tom,

CHARGES FOR THE REGULAR AIR SERVICE TO PORT STANLEY

1. When I spoke to Minister Izaguirre at the MFA on 11 August, he told me that his understanding was that a price of £8 for the single fare between Stanley and Comodoro and vice versa had been envisaged. He added however that it is impossible to confirm at the moment that this will be the final rate (despite the fact that I explained that it would be helpful to you if the figure could be fixed before long). te

2. Apparently the final charges cannot be confirmed until an agreement has been concluded between LADE and Aerolineas Argentinas so that the charge for the sector from Comodoro - Buenos Aires can be fixed at £10. This would mean that the total cost of a ticket from Stanley to Buenos Aires would be £18. We will let you know as soon as we receive confirmation on this point.

Yours ever,

Richard.

R D Lavers

PS: Please refer to your letter 2528 of 27 July 1972.

RESTRICTED

25th August

72

3

Thank you for your letter 4/24 of 15th August about the Regular Air Service from Comodoro to Port Stanley.

2. Commercial circles here are confident that the air-freight rates on the Fokker will be the same as sea-freight rates - i.e. something of the nature of 200 pesos per ton. We understand that this assumption has been made as it is believed that this is the policy followed by LADE in Tierra del Fuego. In consequence the view is now being expressed that there will not be room on the aircraft for all the fresh goodies which everyone is now planning to order! Predictably Reynaldo Reid's queue jumping visit to Argentina, where he is said to be grabbing all the lucrative agencies, has caused a great outcry.

3. Have you been able to follow up my letter of 29th July and obtain any assurances that the LADE Friendship service will be weekly? As I stressed in that letter, we regard this as absolutely essential. Could you also let us know what the likely air-freight charges will be? We are determined to chivy our commercial bretheren into making full use of the service right from the start, and would like to have the correct facts at our finger-tips.

/

(T. H. Layng)

R. D. Lavers, Esq.,
British Embassy,
BUENOS AIRES.

HRT.

Reply at 8

Scheduled LADE service to Stanley

I seem to be bombarding you with letters about the new air service (and with our recent continuation of inward mail disasters this is regretably a one way exchange). However the beginning of a regular weekly communication link with the outside world will probably be the greatest ever change that the Falklands have had to face, and it is inevitable that we are all very excited about it.

2. The question of the timing of the LADE service was raised in Council yesterday, and I undertook to put in a plea that the flight should be on a Wednesday and arranged so as to connect with an early morning flight from Buenos Aires and to catch a late evening flight back to Buenos Aires. This would be our ideal, but doubtless there are all sorts of problems involved. Wednesday is the best day for the flight for us as it allows two flying days before and after for Camp residents to get in and out of Stanley.

3. Could you put our views before the LADE people?



(T. H. Layng)

R. D. Lavers, Esq.,
BUENOS AIRES.

HRT.



BRITISH EMBASSY

BUENOS AIRES

15 September 1972

4/24

T H Layng Esq
Colonial Secretary
Port Stanley

Dear Tom,

THE REGULAR AIR SERVICE

1. Thank you for your letter⁶ 2528 of 25 August. We will ask Izaguirre when a convenient occasion arises what the freight rate will be once the regular service is operating to the temporary airstrip. LADE certainly charge subsidised freight rates on their services in Tierra del Fuego and Patagonia, but I would not want to hazard a guess at this stage whether the rate to the Islands will be 200 Pesos a ton.

2. The terms of the Air Service Agreement (para 2) provide for a service of "a minimum weekly frequency of one flight in each direction" unless unsafe to do so. The present position therefore accords with your preferences. We cannot seek further assurances about this from the MFA at this stage since we believe it would be impolitic to press the Argentines at a time when their own contribution to communications is so very much greater than our own.

3. I am writing separately on the franking device for the inauguration of the regular air service. However, you may note that one of the designs shows a Guarani aircraft. When I remarked on this to Izaguirre the other day he hinted that on occasions when bookings are light the Guarani may be used instead of the F.27. However this is only a possibility at the moment and the Argentines have not elaborated on it: the intention certainly is that the F.27 should be the main aircraft employed.

Yours ever,

Richard.

R D Davers

Copied to:-

Miss C Rycroft, Latin America Dept, FCO
D G F Hall Esq, West Indian & Atlantic Dept, FCO

G.Y. / 10/10 9

CONFIDENTIAL

fm Buenos Aires 09200Z

To Priority Falkland Islands telno 162 of 9 October info Routine FCO

PASSENGER BOOKING PROCEDURES

1. We have seen from paragraph 3 of Mr Layng's letter to Mr Hall of West Indian and South Atlantic Department of 16 September that he thinks the F27 service should be handled in a normal commercial way. We can see serious snags in this in the initial stages since all seats on the aircraft ~~are~~^{might} be filled by Argentines, tourists and others who live here and can make their bookings easily. We think that it will be essential to arrange with the Foreign Ministry for seats to be reserved for Falkland Island travellers and other British Government sponsored passengers. It will also be necessary to ensure that there are enough empty seats each northbound flight for Island travellers. Please let me have your thoughts on this and I will then arrange for discussion in the Consultative Committee here.

2. We shall be writing separately about the visa procedure for foreign nationals other than Argentines.

CONFIDENTIAL 18 14352


10

to Routine Buenos Aires telno 283 of 18 October info FCO.

Your telno 162: PASSENGER BOOKING PROCEDURES

1. In general we favour as much pressure as possible on aircraft seats as this will encourage LADE to maintain a regular Fokker service and not replace it with a Guarani on occasions.
2. We also hope for 2 flights a week before long. =With a resident agent here with the Colony's interests at heart we cannot see why local residents will not be able to obtain seats just as easily as Argentine tourists.
3. Our aim is to reduce to reasonable proportions our general spoon feeding of the Islanders and phase out Houlders meeting and greeting, which is proving expensive, and our and your functions as travel agents. We agree that an arrangement to hold/perhaps 4 seats until 48 hours before departure for medical and other emergencies would be desirable.

FCO please pass





BRITISH EMBASSY

BUENOS AIRES

17 October 1972

4/24

T H Layng Esq
Port Stanley*Dear Tom,*

THE REGULAR AIR SERVICE

1. In your letter 2528 of 13 September you asked me if we could put your view to the LADE authorities that, for the Falklands, Wednesday would be the best day for the regular air service to take place.

2. We have mentioned this to the MFA who duly informed LADE. When I saw Minister Izaguirre recently he remarked that this preference would certainly be borne in mind. However, there could be two difficulties:

- a. With respect to the agreement for the onward carriage of passengers which LADE are making with Aerolineas.
- b. The F.27s used for the route to Port Stanley will also be needed to carry out other services in Patagonia and elsewhere. The schedules for the Port Stanley flight will to some extent be dependant on how they fit in with these other requirements on the time of the aircraft.

*Yours ever,**Richard.*

R D Lavers →

Copied to:-Miss C Rycroft, Latin America Dept, FCO
D G F Hall Esq, West Indian & Atlantic Dept, FCO

E.V. 23/10

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CONFIDENTIAL 201700Z

to Priority Falkland Islands telno 216 of 20 October and to Buenos Aires.

FOKKER BOOKINGS

1. Para 3 of Layng's letter of 16 September and Buenos Aires telno 162.

2. We would like to see bookings handled on a normal commercial basis subject to a certain number of seats on each flight being reserved for passengers sponsored by Governor. These seats, if not filled by an arranged deadline, could be given up.

3. We would hope that present procedures for sponsored passengers ex UK could be followed viz:
 - a. we advise Governor of date on or after which passengers can leave UK;
 - b. Governor allocates priority;
 - c. Buenos Aires advises us of firm allocation seat.

4. Consideration should also be given to a set^{of} or seats being available to sponsored passengers at very short notice in an emergency e.g. medical evacuation.

RESTRICTED 021850Z

to Routine FCO telno 344 of 2 November info Buenos Aires

Your telno 232

1. Difficult to give Mitchell priority over official parties, journalists and civil servants making third attempt return from leave.
2. De la Colina informs us first commercial flight 22 November thereafter weekly on Wednesdays.
3. Agreement reached locally for LADE to handle all bookings commercially but reserving 4 seats until 24 hours before departure northwards for emergency allocation by us. Trust similar arrangements can be made at Buenos Aires.
4. Passengers for the Colony from London and elsewhere should therefore book normally through travel agent and only contact us or Buenos Aires in case of difficulty.
5. As Hall points out we are not equipped to draw up weekly passenger priorities particularly on scale likely in future and telegraphic costs are becoming astronomical. We feel that after 10 months of acting as travel agents for Albatross bookings it is time we opted out.

FCO please pass.

I, James Roy Cowling, Information Officer, do hereby certify that I well understand the Spanish language and that the document hereunto annexed is a full, true and faithful translation of the Note dated 24 October, 1972 from His Excellency Brigadier (Retired) Eduardo Francisco McLoughlin, Argentine Minister for Foreign Affairs and Worship, to His Excellency Sir Reginald Michael Hadow, KCMG, Her Majesty's Ambassador at Buenos Aires, concerning the establishment of an air service between the Argentine Republic and the Falkland Islands.

In testimony whereof I have hereunto set my name and official seal this 6th day of November, 1972, at the British Embassy at Buenos Aires.

I, Theophilus Peters, Counsellor, do hereby certify that the document hereunto annexed is a true and complete copy of the Note dated 24 October, 1972 from His Excellency Sir Reginald Michael Hadow, KCMG, Her Majesty's Ambassador at Buenos Aires, to His Excellency Brigadier (Retired) Eduardo Francisco McLoughlin, Argentine Minister for Foreign Affairs and Worship, concerning the establishment of an air service between the Argentine Republic and the Falkland Islands.

In testimony whereof I have hereunto set my name and official seal this 6th day of November, 1972, at the British Embassy at Buenos Aires.

MINISTRY OF FOREIGN AFFAIRS AND WORSHIP

Buenos Aires, 24 october, 1972

His Excellency
Sir Michael Hadow KCMG
British Ambassador
BUENOS AIRES

Mr Ambassador

I have the honour to address Your Excellency to acknowledge receipt of your Note of today's date, whose text is the following:

"Your Excellency

I have the honour to refer to the recent discussions in the Special Consultative Committee (referred to in paragraph (1) of the Joint Statement which was initialled by the representatives of our two Governments on 1 July 1971, and approved by them on 5 August 1971 - hereinafter referred to respectively as "the Special Consultative Committee" and "the Joint Statement") about the operation by the Argentine Government of the temporary aerodrome in the Falkland Islands (which is referred to in the Notes exchanged between our two Governments on 2 May 1972 - hereinafter referred to as "the temporary aerodrome") and the establishment and provision by the Argentine Government of a regular air service between the Falkland Islands and the Argentine mainland. Accordingly, I have the honour to inform you that the Government of the United Kingdom of Great Britain and Northern Ireland are prepared to conclude an agreement in the following terms:

1. The Argentine State Air Line (LADE), the company which shall be responsible for the regular as well as the temporary air services, to which paragraphs (8) and (9) of the Joint Statement refer, shall open a commercial and operational agency in Port Stanley and shall designate its representative, as well as the necessary supporting personnel which it wishes to employ in the Falkland Islands. The composition of the team of supporting personnel shall be as agreed in the Special Consultative Committee.

- 20
2. Until the temporary aerodrome is in operating condition, the temporary service by amphibious aircraft to which paragraph (9) of the Joint Statement refers, shall normally be carried out with a minimum frequency of two flights a month in each direction. When the temporary aerodrome is operational, that service shall be replaced by another by non-amphibious aircraft, to be carried out with a minimum weekly frequency of one flight in each direction in accordance with paragraph (8) of the Joint Statement. Notwithstanding the foregoing, there shall be no obligation to operate a service on any occasion when, in the judgement of the Argentine State Air Line (LADE), it would be unsafe to do so.
 3. The crews and aircraft operating the services referred to in paragraph (2) of this agreement shall carry the same kind of flight documentation as is the rule for crews and aircraft engaged in internal flights over the Argentine mainland, and their operators shall be exempt from payment of all landing fees, taxes or other charges.
 4. The agency of the Argentine State Air Line (LADE) referred to in paragraph (1) of this agreement shall be entitled, for the purpose of the services referred to in paragraph (2) of this agreement, and free from all rates, duties, imposts or other taxes in the Falkland Islands:
 - (a) to supply fuel, lubricants, services and provisions, and ground and air support for the aircraft, including their maintenance and repair;
 - (b) to introduce into and withdraw from the Falkland Islands fuel, lubricants, services, provisions, replacement parts, tools, instruments, aircraft crews and ground support;
 - (c) to arrange the bookings and sales of all air passages between Port Stanley and Comodoro Rivadavia;
 - (d) to operate a radio station;
 - (e) to introduce into and withdraw from the Falkland Islands the materials, furnishings and vehicles necessary for the functioning of the agency;
 - (f) without restriction to carry out currency exchange operations and to transfer between the Falkland Islands and the Argentine mainland all funds that are related to its activities;

- (g) to carry out commercial and financial transactions related to its activities;
 - (h) to operate free from any accounting control in the Falkland Islands over its books or operations;
 - (i) to carry out such repairs and improvements in the temporary aerodrome as may be agreed in the Special Consultative Committee to be necessary for the better and safer operation of the services referred to in paragraph (2) of this agreement.
5. Notwithstanding the provisions of paragraph (4) of this agreement, the agency of the Argentine State Air Line (LADE) shall not be authorized by this agreement to introduce foodstuffs of animal origin into the Falkland Islands, except to the extent that such foodstuffs may be kept or consumed on board the aircraft, or taken therefrom and safely disposed of as waste.
 6. The Special Consultative Committee shall deal with questions which might arise over the interpretation or application of this agreement.
 7. This agreement is concluded in accordance with the Joint Statement, and references to the Joint Statement in the Exchange of Notes between the two Governments dated 5 August 1971 (hereinafter referred to as "the Exchange of Notes") shall be deemed to include references to this agreement.
 8. This agreement shall remain in force until 31 December 1974, or until the expiration of notices given in accordance with paragraph (18) of the Joint Statement and with paragraph (2) of the Exchange of Notes. After 31 December 1974 either of the two Governments may denounce this agreement subject to six months' prior notice in writing.

If the foregoing is acceptable to the Government of the Argentine Republic, I have the honour to propose that this Note together with Your Excellency's reply in that sense shall constitute an agreement between the two Governments which shall enter into force on the date of your reply.

I avail myself of this opportunity to renew to Your Excellency the assurance of my highest consideration.

Michael Hadow"

In communicating to Your Excellency the agreement of the Argentine Government with the terms of the Note above, whose text and that of this reply constitute an agreement between both Governments, I avail myself of the opportunity to reiterate to Your Excellency the assurance of my highest and most distinguished consideration.

Eduardo McLoughlin

file pc


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CONFIDENTIAL 161550Z

to Priority Falkland Islands telno 251 of 16 November and to Buenos Aires.

AIR SERVICE

1. Crown Agents are anticipating being able to utilise regular air service for carriage of official freight destined for you, bearing in mind, of course, the load limitations of the F27. They assume that freight should be consigned on through waybills issued by Aerolineas Argentinas in London.
2. On passenger bookings we have advised Crown Agents provisionally that through tickets to Stanley should be obtained from travel agents in the normal way.
3. In meantime we must obviously await outcome of discussions on para 4 of confidential brief number 8.
4. FIC have told us they would be happy to handle through bookings of passengers from Stanley to UK if this would help. We imagine, however, that LADE will want this agency.



TELEGRAM.

Cypher

Code

RESTRICTED

Clear

*From:*— Buenos Aires*To:*— Falkland Islands

Despatched

Received

No. 1 SAVING

of

9 November 1972

SAVING telno 1 from Buenos Aires to Falkland Islands and repeated for information to FCO

IMPORTS FROM ARGENTINA TO THE FALKLANDS

1. Veterinary Attaché and Third Secretary on 8 November attended a meeting in the MFA where Air Force asked Steele to explain what types of foodstuff they could carry to the Falklands. He reiterated the prohibition of all foodstuffs of animal origin. Air Force raised the possibility of exporting cooked frozen beef and Steele said that this could be given consideration in the future, as no virus risk is attached to this product although there are potential public health risks to be avoided in its manufacture. The importation of canned corned beef was not mentioned, but we have no objection to this.

2. Steele said that so far as he was aware there are no restrictions on the import of vegetables and fruit. However, it was suggested that de la Colina might contact Layng to confirm that this is the case.

3. MFA asked about importation of susceptible livestock. Steele said that this is allowed from specified disease free areas such as Tierra del Fuego under conditions of quarantine and that legislation exists for this purpose in the Falklands.

4. The question of importation of frozen cooked beef can be discussed when Steele visits Port Stanley next month.

5. We advised MFA to explore means of warning passengers against the illegal introduction of prohibited foodstuffs, eg by means of clearly worded notices at airports and in aircraft.

HADOW

RESTRICTED


Chief Secretary

Collector of Customs

Customs formalities Hookers Point Airfield

The first impression many visitors receive of a country is given by the treatment they receive from Customs Officers at the point of entry.

2. It is not normal British practice for Customs officers to search the baggage of all incoming passengers. This is inevitably resented and usually little is achieved. It is suggested that it should suffice for each passenger to be asked if he has anything to declare, and only the baggage of those who appear nervous or shifty or otherwise give cause for suspicion be opened. A good Customs officer soon becomes an expert at judging human behaviour.


(T. H. Layng)
CHIEF SECRETARY

RESTRICTED



BRITISH EMBASSY

BUENOS AIRES

7 September 1973

4/10

T H Layng Esq
Acting Governor
FALKLAND ISLANDS

Dear Tom,

AIR SERVICE

1. At a party last night I met Comodoro van Tienen, who is to be the new Air Attaché in London. He told me that he had formerly been in ultimate charge of the Albatross Service to the Islands, that the Air Force were planning some celebrations in honour of the first anniversary of the regular F 27 service and has secured permission to fly out an Albatross to Stanley on about November 21, with Comodoro van Tienen aboard. (He invited me along for the trip)!

2. I do not think Comodoro van Tienen realised he was talking to one of the British representatives on the Special Consultative Committee, so you should consider this as an informal and unofficial advance warning of future plans by the Air Force, of which we will no doubt be hearing more in future.

M.G.D.
Evans

M G D Evans

RESTRICTED