

FALKLAND ISLANDS AIRPORT

LIST OF No'd DRAWINGS.

LOCATION PLAN	DRG. No. FIA/C/A1
AIRPORT - LAYOUT	DRG. No. FIA/C/A2
AIRPORT - TERMINAL AREA LAYOUT	DRG. NO. FIA/C/A3
TERMINAL/CONTROL BUILDING--GENERAL ARRANGEMENT PLANS	DRG. NO. FIA/C/C1
TERMINAL/CONTROL BUILDING--GENERAL ARRANGEMENT PLANS	DRG. NO. FIA/C/C1
TERMINAL/CONTROL BUILDING--GENERAL ARRANGEMENT SECTIONS	DRG. NO. FIA/C/C3
TERMINAL CONTROL BUILDING--SECTION	DRG. NO. FIA/C/C4
TERMINAL/CONTROL BUILDING--SECTION	DRG. NO. FIA/C/C5
TERMINAL/CONTROL BUILDING--SECTION	DRG. NO. FIA/C/C6
TERMINAL/CONTROL BUILDING--IRONMONGERY AND FINISHES SCHEDULE	DRG. NO. FIA/C/C7
GENERATOR HOUSE--GENERAL ARRANGEMENT PLANS ELEVATIONS AND SECTION	DRG. NO. FIA/C/F1
GENERATOR HOUSE--GENERAL ARRANGEMENT STRUCTURAL (PLANS)	DRG. NO. FIA/C/G1
LIVING ACCOMODATION--ENGINEERS SITE STAFF	DRG. NO. FIA/C/H1
LIVING ACCOMODATION FOR ENGINEERS SITE STAFF	DRG. NO. FIA/T/22

MEMORANDUM

Reference

Date 3rd February 1975

From Chief Police Officer.

To Chief Secretary,
Secretariat.



Permanent Aerodrome

Your memorandum of the 31st January refers.

2. I have no information regarding this airfield, but from discussion I understand the terminal building will be far from adequate with regard Customs and Immigration.

3. Experience at the temporary terminal building has proved totally unsuitable for all departments. I would propose the following should be borne in mind with the new building.

4. (a) A large room to hold incoming passengers.
- (b) Medical reception desk. Passengers not in receipt of certificate be told to wait in a small medical centre.
- (c) Small medical centre to rear of medical reception desk.
- (d) Immigration reception desk and office to the rear where persons may be questioned about documents and personal means necessary for information of immigration officer.
- (e) Customs counter - baggage and cargo space to rear - small rooms for search of male and female persons.
- (f) Reception centre for relative and friends to meet arrivals.
- (g) Reception lounge for outgoing passengers.
- (h) Airline Booking Office.
- (i) Toilets and wash basins - dressing rooms for incoming-outgoing passengers.

A handwritten signature in dark ink, appearing to be 'P. Act'.

Chief Police Officer

Report being submitted

2

THE SECRETARIAT,
STANLEY, FALKLAND ISLANDS,
SOUTH ATLANTIC.

REF: AIR/13/4

10th February 1975

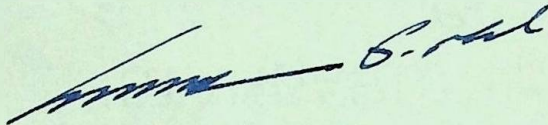
To: All Members of Executive and Legislative Councils

Dear Sirs,

PLANS FOR PERMANENT AIRFIELD

Will you please circulate the drawings attached in the order of addressees and return to me in due course.

Yours faithfully,



A.J.P. Monk
Chief Secretary

The Hon. H. Rowlands ✓ 11/2/75
Major the Hon. R.V. Goss, O.B.E., E.D. ✓ 12/2/75
The Hon. W.E. Bowles ✓ 17.2.75
The Hon. S. Miller, J.P. ✓ 15.2.75
The Hon. L.G. Blake, J.P. ✓ 19.2.75
The Hon. R.M. Pitaluga ✓ 22/2/75
The Hon. A.B. Monk, J.P. ✓ 2/3/75
The Hon. W.R. Luxton ✓ 4/3/75

Drawings enclosed

FIA/C/A1-A3 inclusive

C1-C7 inclusive

C13

F1

G1

H1

What is the maximum wheel loading permitted?
Aircraft size permitted (D.S. type)?

(3)

EXTRACT FROM LETTER FROM HON. R.M. PITALUGA
on 22 February 1975 re JOHNSTON'S CONTRACT

AIRFIELD DRAWINGS

No. FIA/C/A1 Will the site boundary be fenced eventually? I consider that it should be, but perhaps not quite as extensively as the area shown in the drawing.

No. FIA/C/A2 What are the contract requirements for stabilising the sand in the area surrounding the airfield? One of the greatest hazards to an aircraft at Hooker's Point is the amount of sand blowing across the strip in dry weather.

No. FIA/C/C1 My immediate criticism is that the public area is too small. If my calculations are correct it is little if any bigger than the combined areas at Hooker's Point, and that building is barely adequate for even a temporary set-up. I hope something can be done about this before the construction commences. There appears to be no area set aside for a refreshment bar, or is it the intention that such facilities be housed in a separate and perhaps private building? I hope not, surely it is far better to combine as much as possible in one building, even when working to our small scale. I think that the access to the observation area should be from the outside of the building so that mere spectators need not be passing through the passenger service area.

Office space seems excessive for an occasionally used airport but if this has been planned to cater for possible future expansion, then it is strange that the same thoughts did not apply to the Public Area.

AIR/13/10

7th April 1975

Chief Secretary

SMO

CPO

C of C & HM

Engineer's Rep. R.P.T.

Major the Hon R.V. Goss

OBE ED

The Hon W E Bowles

Mins

para 2

Airport Terminal Building

Could you please attend a meeting in the Conference Room of the Secretariat on Tuesday, 15th April, at 2.00 p.m.

Suggestions for amendments to the terminal building should be submitted in time for discussion at this meeting.

D.R. Morrison
for Chief Secretary

MEMORANDUM

Reference AIR/13/10

Date 11th April 1975

From Immigration Officer

To Chief Secretary

cc. Customs Officer



Airport Terminal Building

Your memorandum of the 7th April refers.

In consultation and agreement with the Customs Officer, Mr Halliday, the requirements of the Airport Building as proposed in the Supplement Plan is far from being adequate in respect of area and space.

The same difficulties we have had to contend with over the past two years will not be improved to any extent with the proposed plans. It is essential to have a large baggage handling area for incoming and outgoing passengers, a search room of reasonable size, a lounge where passengers awaiting departure, relatives and friends receiving or seeing people off, are additions to the suggestions contained in my memorandum of February 3rd.

The original plan has been studied. This appears adequate, and it has included the suggestions made in both my memorandums.

Immigration Officer

Engineer for the Works:

Rendel Palmer & Tritton

Consulting & Designing Engineers

Southwark Bridge House
61 Southwark Street, London, SE1 1SA

Tel: 01-928 8999 Cables: Rendels London SE1
Telex: No. 919553 Code: Rendconsult-Ldn

Please reply to:

ENGINEER'S REPRESENTATIVE
P.O. Box 212
Port Stanley
Falkland Islands



11th April 1975

Your Ref:

Our Ref: 971/1/8-48

FALKLAND ISLANDS AIRPORT

The Secretariat,
Stanley.

Attention of the Chief Secretary

Dear Sir,

Airport Terminal Building

I acknowledge receipt of your letter dated 7th April 1975 Ref AIR/13/10.

I will be pleased to sit in at your meeting in the Conference Room of the Secretariat on Tuesday 15th April at 2.00p.m. but must inform you that I will be unable to contribute in any part to your discussions. I would be obliged to have a copy of the formal minutes of the meeting when issued for my records and for dispatch to my London Head Office.

Yours faithfully,

A handwritten signature in dark ink that reads "B.G. Ashfield".

B.G. Ashfield
ENGINEER'S REPRESENTATIVE