AERONAUTICAL INFORMATION PUBLICATION

FIRST EDITION

AERONAUTICAL INFORMATION SERVICE
THE FALKLAND ISLANDS
CIVIL AVIATION DEPARTMENT
AIP

THE FALKLAND ISLANDS

PART ONE

GENERAL (GEN)
PART 1 – GENERAL (GEN)

GEN 0

GEN 0.1 - PREFACE

To all holders of the Falkland Islands Aeronautical Information Publication, First Edition:

This edition of the Aeronautical Information Publication (AIP) has been prepared in accordance with International Civil Aviation Organisation (ICAO) Standards and Recommended Practices (SARP)s of Annex 15 to the Convention on International Civil Aviation, and the guidance material in both OTAR Part 175 and OTAC 175-1 (Aeronautical Information Services), in order to comply with the Air Navigation (Overseas Territories) Order.

This AIP contains aeronautical information of permanent nature and is kept up to date by means of amendment service. Aeronautical information of important operational significance, which is not of a temporary nature, or requires advance distribution and is appropriate to the AIP but needs immediate dissemination, is notified by means of Notice To Airmen (NOTAM).

Contact the Director of Civil Aviation in the Falkland Islands to report errors or omissions in this document:

Bruce Wilks
Law & Regulation Directorate
Attorney General’s Chambers
Stanley
Falkland Islands
FIQQ 1ZZ

Tel: (+500) 28498
Email: bwilks.civilaviation@sec.gov.fk

Specific points of contact may be obtained on the Falkland Islands Civil Aviation Department website: www.fig.gov.fk/aviation.

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1. AERONAUTICAL AUTHORITY

The Falkland Islands Civil Aviation Department is the publishing authority for this AIP.

2. APPLICABLE ICAO DOCUMENTS

This AIP is prepared in accordance with the Standards and Recommended Practices (SARP)s of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126).

3. THE AIP STRUCTURE AND AMENDMENT INTERVAL

3.1 The AIP Structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in this section. The principal structure is shown in graphic form below. The AIP is made up of three parts:
General (GEN), En Route (ENR) and Aerodromes (AD). Each section is divided into sections and subsections as applicable, containing various types of information subjects.
PART 1 – GENERAL (GEN)

GEN.

Consists of five sections containing information briefly described from hereon.

GEN 0.

Preface; record of AIP amendments; record of AIP supplements; checklist of AIP pages; list of hand amendments to the AIP; Table of Contents to Part 1.

GEN 1. National Regulations and Requirements

Designated authorities; entry, transit and departure of aircraft; entry, transit and departure of passengers and crew; entry, transit and departure of cargo; aircraft instruments, equipment and flight documents; summary of national regulations and international agreements/conventions; differences from ICAO SARP.

GEN 2. Tables and Codes

Measuring system, aircraft markings, holidays; abbreviations used in AIS publications; chart symbols; location indicators; list of radio navigation aids; conversion tables; sunrise/ sunset tables.

GEN 3. Services

Aeronautical information services; aeronautical charts; air traffic services (ATS); communications services; meteorological services; search and rescue.

GEN 4. Charges for aerodrome and air navigation services

Aerodrome charges; air navigation service charges.

PART 2 – EN ROUTE (ENR)

ENR consists of seven sections containing information briefly described hereafter.

ENR 0. Table of Contents to Part 2

ENR 1. General Rules and Procedures

General rules; visual flight rules; instrument flight rules; ATS airspace classification; holding, approach and departure procedures; radar services and procedures; altimeter setting procedures; regional supplementary procedures; air traffic flow management; flight planning; addressing of flight plan messages; interception of civil aircraft; unlawful interference; air traffic incidents.

ENR 2. Air Traffic Services Airspace

Flight Information Region (FIR), Upper Flight Information Region (UIR), Terminal Control Area (TMA); other regulated airspace.

ENR 3. ATS Routes

Lower ATS routes, upper ATS routes; area navigation routes; helicopter routes; other routes; en route holding.

ENR 4. Radio Navigation Aids/ Systems
Radio navigation aids – en route; special navigation systems; name-code designators for significant points; aeronautical ground lights – en route.

ENR 5. Navigation Warnings

Prohibited, restricted and danger areas; military exercise and training areas and Air Defence Identification Zone (ADIZ); other activities of a dangerous nature and other potential hazards; air navigation obstacles – en route; aerial sporting and recreational activities; bird migration and areas of sensitive fauna.

ENR 6. En Route Charts.

Airspace and route charts.

PART 3 – AERODROMES (AD)

AD consists of three sections containing information as briefly described hereafter.

AD 0.

Table of Contents to Part 3.

AD 1. Aerodrome – Introduction

Aerodrome availability; rescue and firefighting services and snow plan; index to aerodromes; grouping of aerodromes.

AD 2. Aerodromes

Detailed information about aerodromes (including helicopter landing areas if located at the aerodromes) listed is under 24 subsections.

AD 3. Heliports

Any appendices we may attach.

3.2 Amendment Interval

Regular amendments to the AIP will be issued once per calendar year.

4. SERVICE TO CONTACT

Any errors or omissions detected in this document should be referred to the Director of Civil Aviation in the Falkland Islands as identified on page GEN 0.1-1.
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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 - DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. CIVIL AVIATION

Postal Address: Director of Civil Aviation
Civil Aviation Department
Law & Regulation Directorate
Stanley, Falkland Islands
Telephone: (+500) 28498
Fax: (+500) 27276
Website: www.fig.gov.fk/aviation
Email: civilaviation@sec.gov.fk

5. AIRCRAFT ACCIDENT INVESTIGATION

Postal Address: Air Accident Investigation Branch
Telephone: (+44) 1252 510300
Fax: (+44) 1252 376999
Website: www.aaib.gov.uk
Email: enquiries@aaib.gov.uk

2. METEOROLOGY

Postal Address: Principal Meteorological Officer
Meteorological Office
Mount Pleasant Airport
Falkland Islands
Telephone: +500 73557
Fax: Website: alastair.price@metoffice.gov.uk
Email:

3. CUSTOMS & IMMIGRATION

Postal Address: Collector of Customs
3 H Jones Road,
Stanley, Falkland Islands
Telephone: (+500) 27340
Fax: (+500) 27342
Website: admin@customs.gov.fk
Email:

4. HEALTH

Postal Address: Chief Medical Officer
King Edward VII Memorial Hospital
St Marys Walk, Stanley
Falkland Islands
Telephone: (+500) 28000
Fax: (+500) 28002
Website: http://www.fig.gov.fk/health/
Email: reception@kemh.gov.fk

6. AGRICULTURAL QUARANTINE

Postal Address: The Director of Agriculture
Department of Agriculture
Stanley, Falkland Islands
Telephone: (+500) 27350/ 27355
Fax: (+500) 27352
Website: www.fig.gov.fk/agriculture
Email: biosecurity@doa.gov.fk

7. EN-ROUTE & AERODROME/HELIPORT CHARGES

See GEN 4.
GEN 1.2 - ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL

1.1 Flights into Falkland Islands airspace shall be conducted in accordance with United Kingdom Statutory Instrument 2013 No. 2870: The Air Navigation (Overseas Territories) Order 2013, as amended.

1.2 The Falkland Islands are an Overseas Territory of the United Kingdom. The Territory is not a member of the European Union; access rights for non-UK airlines within the European Union and European Economic Area are not applicable to flights to and from the Falkland Islands.

1.3 All flights to and from the Falkland Islands operate under prior permission required (PPR) approvals.

2. RESTRICTIONS ON OPERATIONS

All operators are reminded of the need to comply with Rules of the Air according to the Air Navigation (Overseas Territories) Order 2013 and local conditions of the respective aerodromes in the Falkland Islands, details of which are shown on the relevant pages of the AD section of this AIP. Care must be taken to ensure that advance arrangements have been made for the ground handling of the aircraft and that, unless special arrangements have been made with the Aerodrome Manager, arrivals are scheduled during the airports’ normal opening hours.

3. OPERATING PERMITS (APPLICABLE TO SCHEDULED, NON SCHEDULED AND PRIVATE FLIGHTS)

3.1 The Falkland Islands Civil Aviation Department is designated for the issuance of operating permits for overflight and landing within the Falkland Islands and for transiting the Falkland Islands CTR. These permits are required, and are issued in accordance with Article 135 of the Air Navigation (Overseas Territories) Order 2013.

3.2 For commercial operations formal designation of the carrier to operate agreed routes under the relevant bilateral Air Services Agreement will be required. If the airline is not already designated, the Falkland Islands Civil Aviation Department will require confirmation by the airline’s aeronautical authority that it is prepared to designate the airline under the relevant air services agreement before permission will be granted.

3.3 Operators must supply the information and documents required in accordance with the Falkland Islands Civil Aviation Department application forms and covering letter. These documents can be obtained from the contact address shown in GEN 1.1 or the Falkland Islands Civil Aviation Department website also in GEN 1.1.

4. SCHEDULED FLIGHTS

4.1 Commercial Aircraft

a) Permission is required to operate Commercial Flights to or transiting the Falkland Islands in an aircraft not registered in the Falkland Islands, the UK or another UK OT (AN(OT)O Article 135 Permission). The Falkland Islands Civil Aviation Department issues Foreign Operator Permits (FOPs) to allow foreign commercial air transport to land in the Falkland Islands or transit the Falkland Islands CTR.

b) Only commercial aircraft registered in an ICAO contracting State will be considered for the issuance of a Foreign Operator Permit.

5.0 NON SCHEDULED FLIGHTS

5.1 Commercial Flights

a) Permission is required to operate Commercial Flights to or transiting the Falkland Islands in an aircraft not registered in the Falkland Islands, the UK or another UK OT (AN(OT)O Article 135
Permission). The Falkland Islands Civil Aviation Department issues Foreign Operator Permits (FOPs) to allow foreign commercial air transport to land in the Falkland Islands or transit the Falkland Islands CTR.

b) Only commercial aircraft registered in an ICAO contracting State will be considered for the issuance of a Foreign Operator Permit.

6. PRIVATE FLIGHTS

6.1. All aircraft operators must apply to the Falkland Islands Civil Aviation Department for permission to overfly and land in the Falkland Islands or transit the Falkland Islands CTR. Permission to carry out such operations must be sought not less than 3 working days in advance of the intended landing.

6.2 All flights operating into the Falkland Islands must be conducted with Instrument Flight Rules (IFR). Flight plan submission is mandatory.

6.3 Pilots of private flights, have an obligation in respect of passport control requirements set out in the AIP and to present their passengers on arrival and departure to a Falkland Islands Immigration Officer, in accordance with the arrangements approved by Falkland Islands Immigration Department.

7. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

7.1 Public health measures are required to be carried out with respect to aircraft entering the Falkland Islands. Details of aircraft disinfection requirements may be obtained from the Bio-security contact details provided in GEN 1.1.

7.2 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

8. CUSTOMS AND AVIATION SECURITY ARRANGEMENTS FOR NON-SCHEDULED AND PRIVATE FLIGHTS

8.1 There is no permanent presence of Customs and Immigration and aviation security personnel at the airports in the Falkland Islands. It is important that aircraft operators make arrangements in advance at the time of obtaining PPR otherwise passengers will not be permitted to be processed inbound or outbound accordingly without the necessary provisions.

8.2 Non-scheduled commercial air transport flights in aircraft exceeding MTOM of 10,000 kg must comply with NASP requirements and therefore must make arrangements for such. Details are all provided in the foreign operator permit application form which can be obtained from the Falkland Islands Civil Aviation Department. See GEN 1.1 for contact details.
GEN 1.3 – ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. CUSTOMS REQUIREMENTS

1.1 The entry, transit and departure requirements for passengers and crew are in general accordance with ICAO Annex 9 – Facilitation – and Supplement to Annex 9, as amended.

1.2 All passengers arriving in the Falkland Islands are subject to Customs requirements, regardless of origin of flight. Selected baggage may be subjected to inspection by Customs officials.

1.3 For full details of Customs requirements contact the Immigration and Customs Department using the contact details in GEN 1.1.

2. IMMIGRATION REQUIREMENTS

2.1 Passport

2.2 All persons entering the Falkland Islands must be in possession of a valid passport.

Passport exemptions:
1) Persons with a Seaman’s Book travelling on duty
2) Persons with an International Committee of the Red Cross (ICRC) Travel Document
3) Persons with an emergency or temporary passport

Visa
A visa is required for persons entering the Falkland Islands except for the following nationalities:

Visa Exemption

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<td>Belgium</td>
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For full details of Immigration requirements contact the Immigration and Customs Department using the contact details in GEN 1.1.

Work Permit
Persons entering the Falkland Islands for the purposes of immigration must be able to present a valid work permit.

Embarkation Tax
GBP22 or equivalent in FKP, USD or EUR is levied on each outbound person payable at the airport.

Additional Information
Visitors are required to hold proof of sufficient funds to cover their stay, evidence of pre-booked accommodation and documents required for their next destination. Visitors not holding return/onward tickets could be refused entry.

3. PUBLIC HEALTH REQUIREMENTS

3.1 Disembarking passengers are not required to present vaccination certificates

3.2 It is essential that all visitors obtain good medical insurance which also provides for aeromedical evacuation.
3.3 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.
GEN 1.4 – ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS

1.1 The following documents are required for the clearance of goods through customs:

- Customs Entry Declaration
- Airway Bill
- Commercial Invoice

1.2 As regards air cargo simply being transhipped from one flight to another flight at the same airport under customs supervision, loading/unloading lists are required. In the case of cargo and other articles being transferred to another international airport in the Falkland Islands, the cargo will remain under customs supervision.

1.3 No clearance documents are required with respect to goods retained on board an aircraft for on-carriage to a destination outside the Falkland Islands.

1.4 Upon exportation, the following documents are required for the clearance of shipments to be exported by the air: the same as 1.1.

2. AGRICULTURAL QUARANTINE REQUIREMENTS

2.1 All live animal imports can only enter the Falkland Islands under an Import License and accompanied by veterinary health certification. For more information please contact the Veterinary Service/Department of Agriculture (See GEN 1.1)

2.2 Sanitary certificates or related documents are required in respect of all animal and plant shipments; some Foods of Animal Origin (FOAO) are also subject to certain documentation requirements.

2.3 All plants require:

- An import permit (issued by the Falkland Islands Department of Agriculture)
- Phyto-sanitary certificate (issued by the country of export)
- Invoices from the supplier
- Inspection upon arrival by the Department of Agriculture

2.4 The import of Food of Animal Origin requires:

- Import permit (issued by the Department of Agriculture)
- Zoo sanitary certificate (issued by the country of export)
- Invoices from the supplier
- Inspection upon arrival by the Department of Agriculture

2.5 There are some exceptions named as ‘Personal Imports’; these include certain fruits or FOAO which are carried as hand luggage; these follow a strict criteria. For a list of acceptable ‘Personal Imports’, please contact the Department of Agriculture (See GEN 1.1)

3. PROHIBITED AND RESTRICTED GOODS

3.1 The list of prohibited and restricted goods is extensive and may be obtained from Customs.

3.2 Illicit drugs of any kind are strictly prohibited. The importation of, possession of, or dealing with unlawful drugs is an offence.

3.3 Weapons and Munitions of War can only be transported with permission in accordance with the Air Navigation (Overseas Territories) Order 2013, as amended. Use the contact details under GEN 1.1 to contact Customs for further details and clarification.
1. INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.1 Instruments


1.2 Equipment

The equipment list for aircraft registered in the Falkland Islands and for aircraft conducting international non-commercial air transport must be in accordance with the Air Navigation (Overseas Territories) Order, as amended.
GEN 1.6 - SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. NATIONAL REGULATIONS

1.1 The Air Navigation (Overseas Territories) Order 2013, as amended
1.2 Air Navigation (Overseas Territories) (Environmental Standards) Order 2014
1.3 The Aviation Security and Piracy (Overseas Territories) Order 2000
1.4 Civil Aviation (Investigation of Air Accidents and Incidents) Regulations, 2015
1.5 The Revised Laws of the Falkland Islands, Title 9, Aviation
1.6 (The Falkland Islands) Air Navigation (Fees) Regulations

2. INTERNATIONAL AGREEMENTS/CONVENTIONS

2.1 The Falkland Islands is not a contracting state with ICAO. The Falkland Islands is subject to international agreements and conventions affecting air navigation ratified by the United Kingdom.

2.2 Air navigation within the Falkland Islands Controlled Traffic Region is governed by the Falkland Islands Civil Aviation Department as well as ICAO Standards and Recommended Practices.
1. DIFFERENCES

1.1. The Falkland Islands are not a contracting state with ICAO. Differences from ICAO standards, recommended practices and procedures are disseminated for the Falkland Islands by the United Kingdom.

<table>
<thead>
<tr>
<th>Annex</th>
<th>Standard / Recommended Practice</th>
<th>Details of Difference</th>
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<tr>
<td>Annex 1</td>
<td></td>
<td>No significant difference</td>
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<tr>
<td>Annex 2</td>
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<td>Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders.</td>
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<td>Chapter 3</td>
<td></td>
<td>Aircraft in level flight above 3,000ft above mean sea level or above appropriate the transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track: Below 19,500ft – Quadrantal Rule, Above 19,500ft – Semicircular Rule.</td>
</tr>
<tr>
<td>Annex 3</td>
<td></td>
<td>No significant difference</td>
</tr>
<tr>
<td>Annex 4</td>
<td></td>
<td>No significant difference</td>
</tr>
<tr>
<td>Annex 5</td>
<td></td>
<td>No significant difference</td>
</tr>
<tr>
<td>Annex 6 Part I</td>
<td></td>
<td>The method of determining aerodrome operating minima (AOM) is that set out in the relevant operational Annex to EASA Ops (European Commission Regulation (EC) 965/2012).</td>
</tr>
<tr>
<td>Chapter 1</td>
<td></td>
<td>An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome, unless the reported visibility or controlling RVR is above the specified minimum.</td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 4</td>
<td></td>
<td>If, after descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.</td>
</tr>
<tr>
<td>4.4.1.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.4.1.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annex 6 Part II</td>
<td></td>
<td>The method of determining aerodrome operating minima (AOM) is that set out in the relevant operational Annex to EASA Ops (European Commission Regulation (EC) 965/2012).</td>
</tr>
<tr>
<td>Chapter 1</td>
<td></td>
<td>An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome, unless the reported visibility or controlling RVR is above the specified minimum.</td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 2</td>
<td></td>
<td>If, after descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.</td>
</tr>
<tr>
<td>2.2.4.1.2</td>
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<td></td>
</tr>
<tr>
<td>2.2.4.1.3</td>
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<tr>
<td>Annex</td>
<td>Standard / Recommended Practice</td>
<td>Details of Difference</td>
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<tr>
<td>---------------</td>
<td>---------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Annex 6 Part III  
Chapter 1 | Standard | The method of determining aerodrome operating minima (AOM) is that set out in the relevant operational Annex to EASA Ops (European Commission Regulation (EC) 965/2012). |
| Section II  
Chapter 2  
2.4.1.2 &  
Section III  
Chapter 2  
2.6.3.2 | Standard | An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome or into the final approach segment, unless the reported visibility or controlling RVR is above the specified minimum. |
| Section II  
Chapter 2  
2.4.1.3 &  
Section III  
Chapter 2  
2.6.3.3 | Standard | If, after entering the final approach segment or descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. |
| Annex 7      | No significant difference       |                                                                                                                                                      |
| Annex 8      | No significant difference       |                                                                                                                                                      |
| Annex 10     | No significant difference       |                                                                                                                                                      |
| Annex 11     | No significant difference       |                                                                                                                                                      |
| Annex 12     | No significant difference       |                                                                                                                                                      |
| Annex 13     | No significant difference       |                                                                                                                                                      |
| Annex 14     | No significant difference       |                                                                                                                                                      |
| Annex 15     | No significant difference       |                                                                                                                                                      |
| Annex 16     | No significant difference       |                                                                                                                                                      |
| Annex 18     | No significant difference       |                                                                                                                                                      |
| Annex 19     | No significant difference       |                                                                                                                                                      |
GEN 2. TABLES AND CODES

GEN 2.1 – MEASURING SYSTEM, AIRCRAFT MARKINGS, AND HOLIDAYS

1. UNITS OF MEASUREMENT

1.1. The tables of units of measurement shown below will be used by aeronautical stations within the Falkland Islands.

<table>
<thead>
<tr>
<th>TABLE GEN 2.11</th>
<th>Units of Measurements used in the Falkland Islands</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distances used for navigation, position reports, etc.</td>
<td>Nautical Miles and Tenths</td>
</tr>
<tr>
<td>Distances relating to an aerodrome, such as runway length.</td>
<td>Metres</td>
</tr>
<tr>
<td>Altitudes, elevations and heights.</td>
<td>Feet</td>
</tr>
<tr>
<td>Horizontal speed including wind speed.</td>
<td>Knots</td>
</tr>
<tr>
<td>Vertical speed.</td>
<td>Feet per minute</td>
</tr>
<tr>
<td>Wind direction for landing and taking off.</td>
<td>Degrees Magnetic</td>
</tr>
<tr>
<td>Wind direction except for landing and taking off.</td>
<td>Degrees True</td>
</tr>
<tr>
<td>Visibility including Runway Visual Range (RVR)</td>
<td>Kilometres or Metres</td>
</tr>
<tr>
<td>Altimeter Setting</td>
<td>Hectopascals</td>
</tr>
<tr>
<td>Temperature</td>
<td>Degree Celsius</td>
</tr>
<tr>
<td>Weight</td>
<td>Metric tonnes or Kilogrammes</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Year, month, day, hour and minute. The 24 hour day begins at midnight Coordinated Universal Time (UTC).</td>
</tr>
</tbody>
</table>

2. TIME SYSTEM

2.1 All times shown within this AIP are expressed in UTC unless otherwise noted.

2.2 UTC is used by the Air Navigation Services and in publications issued by the Aeronautical Information Service within the Falkland Islands.

2.3 Reporting of time is expressed to the nearest minute. For example, “12:40:31” is reported as “12:41”.

2.4 The Falkland Islands local time is UTC -3 hours all year round.

3. GEODETIC REFERENCE DATUM

3.1 All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

3.2 The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of the Falkland Islands as well as the airspace over the high seas encompassed by the Flight Information Region in accordance with the regional air navigation agreement.

3.3 Accuracy

Coordinates are normally given to an accuracy of one-hundredth of one second of an arc, such that latitude is given with eight digits while longitude is given with nine digits. Coordinates are normally express in degrees, minutes, seconds and hundredths of seconds.

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

4.1. The nationality mark for aircraft registration in the Falkland Islands is ‘VP-F’. The nationality mark is followed by a registration mark consisting of two letters. For example ‘VP-FSA’.
5. PUBLIC HOLIDAYS

5.1 TABLE GEN 2.1.5 contains the public holidays observed in the Falkland Islands.

**TABLE GEN 2.1.5 – Falkland Islands Public Holidays**

<table>
<thead>
<tr>
<th>Holiday</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Year’s Day</td>
<td>1 January</td>
</tr>
<tr>
<td>Good Friday</td>
<td>Friday before Easter</td>
</tr>
<tr>
<td>HM the Queen’s Birthday</td>
<td>21 April</td>
</tr>
<tr>
<td>Liberation Day</td>
<td>14 June</td>
</tr>
<tr>
<td>Peat Cutting Monday</td>
<td>First Monday in October</td>
</tr>
<tr>
<td>Battle Day</td>
<td>8 December</td>
</tr>
<tr>
<td>Christmas Day</td>
<td>25 December</td>
</tr>
<tr>
<td>Boxing Day</td>
<td>26 December</td>
</tr>
</tbody>
</table>

**TABLE GEN 2.1.6 – Falkland Islands Government Holidays**

<table>
<thead>
<tr>
<th>Government Holiday</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holiday</td>
<td>Wednesday 30th December</td>
<td>Thursday 29th December</td>
<td>Thursday 28th December</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Holiday</td>
<td>Thursday 31st December</td>
<td>Friday 30th December</td>
<td>Friday 29th December</td>
</tr>
</tbody>
</table>
**GEN 2.2 – ABBREVIATIONS USED IN AIS PUBLICATIONS**

The abbreviations used in this AIP are generally in accordance with those listed in OCAO Document 8400, Procedures for Air Navigation Services, ICAO Abbreviations and Codes.

* Asterisks accompany non-ICAO abbreviations

### A

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AD</td>
<td>Aerodrome</td>
</tr>
<tr>
<td>ADC</td>
<td>Aerodrome Chart</td>
</tr>
<tr>
<td>AFTN</td>
<td>Aeronautical Fixed Telecommunications Network</td>
</tr>
<tr>
<td>AGL</td>
<td>Above Ground Level</td>
</tr>
<tr>
<td>AIC</td>
<td>Aeronautical Information Circular</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>AIRAC</td>
<td>Aeronautical Information Regulation and Control</td>
</tr>
<tr>
<td>AIS</td>
<td>Aeronautical Information Services</td>
</tr>
<tr>
<td>ALT</td>
<td>Altitude</td>
</tr>
<tr>
<td>AMDT</td>
<td>Amendment</td>
</tr>
<tr>
<td>AMSL</td>
<td>Above Mean Sea Level</td>
</tr>
<tr>
<td>AOC</td>
<td>Aerodrome Obstacle Chart</td>
</tr>
<tr>
<td>APDC</td>
<td>Aircraft Parking/Docking Chart</td>
</tr>
<tr>
<td>APR</td>
<td>April</td>
</tr>
<tr>
<td>ARP</td>
<td>Aerodrome Reference Point</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASDA</td>
<td>Accelerate Stop Distance Available</td>
</tr>
<tr>
<td>ASSI*</td>
<td>Air Safety Support International</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATFM</td>
<td>Air Traffic Flow Management</td>
</tr>
<tr>
<td>ATS</td>
<td>Air Traffic Service</td>
</tr>
<tr>
<td>AUG</td>
<td>August</td>
</tr>
<tr>
<td>AVGAS</td>
<td>Aviation Gasoline Fuel</td>
</tr>
<tr>
<td>AVTUR</td>
<td>Aviation Turbine fuel</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing Station</td>
</tr>
</tbody>
</table>

### B

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCN</td>
<td>Beacon</td>
</tr>
<tr>
<td>BKN</td>
<td>Broken</td>
</tr>
<tr>
<td>BRG</td>
<td>Bearing</td>
</tr>
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</table>

### C

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAVOK</td>
<td>Visibility, cloud and present weather better than prescribed values or conditions.</td>
</tr>
<tr>
<td>CNS</td>
<td>Communications, Navigation and Surveillance</td>
</tr>
<tr>
<td>CTA</td>
<td>Control Area</td>
</tr>
<tr>
<td>CTR</td>
<td>Control Zone</td>
</tr>
</tbody>
</table>

### D

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DEC</td>
<td>December</td>
</tr>
<tr>
<td>DCA</td>
<td>Director of Civil Aviation</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DEG</td>
<td>Degrees</td>
</tr>
<tr>
<td>DEP</td>
<td>Departure (or Depart)</td>
</tr>
<tr>
<td>DEST</td>
<td>Destination</td>
</tr>
<tr>
<td>DfT*</td>
<td>Department for Transport</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td><strong>DVOR</strong></td>
<td>Doppler VOR</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>E</strong></td>
<td>East</td>
</tr>
<tr>
<td>EGYP*</td>
<td>ICAO 4-Letter code for Mount Pleasant Airport</td>
</tr>
<tr>
<td><strong>ELEV</strong></td>
<td>Elevation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td><strong>EMERG</strong></td>
<td>Emergency</td>
</tr>
<tr>
<td><strong>ENR</strong></td>
<td>Enroute</td>
</tr>
<tr>
<td>ETD</td>
<td>Expected Time of Departure</td>
</tr>
<tr>
<td><strong>ETOPS</strong></td>
<td>Extended Range Twin-engined Operations</td>
</tr>
<tr>
<td><strong>FAF</strong></td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FCST</td>
<td>Forecast</td>
</tr>
<tr>
<td>FEB</td>
<td>February</td>
</tr>
<tr>
<td><strong>FIR</strong></td>
<td>Flight Information Region</td>
</tr>
<tr>
<td><strong>FL</strong></td>
<td>Flight Level</td>
</tr>
<tr>
<td><strong>FLT</strong></td>
<td>Flight</td>
</tr>
<tr>
<td>FPL</td>
<td>Flight Plan</td>
</tr>
<tr>
<td><strong>FT</strong></td>
<td>Feet</td>
</tr>
<tr>
<td><strong>FREQ</strong></td>
<td>Frequency</td>
</tr>
<tr>
<td><strong>GEN</strong></td>
<td>General</td>
</tr>
<tr>
<td>GBAS*</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td><strong>GND</strong></td>
<td>Ground</td>
</tr>
<tr>
<td><strong>GNSS</strong></td>
<td>Global Navigation Satellite System</td>
</tr>
<tr>
<td><strong>GP</strong></td>
<td>Glide Path</td>
</tr>
<tr>
<td><strong>GPS</strong></td>
<td>Global Positioning System</td>
</tr>
<tr>
<td><strong>GS</strong></td>
<td>Ground Speed</td>
</tr>
<tr>
<td><strong>H24</strong></td>
<td>Continuous day and night service</td>
</tr>
<tr>
<td><strong>HDG</strong></td>
<td>Heading</td>
</tr>
<tr>
<td><strong>HGT</strong></td>
<td>Height</td>
</tr>
<tr>
<td><strong>HPA</strong></td>
<td>Hectopascal</td>
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<tr>
<td><strong>HR/HRS</strong></td>
<td>Hours</td>
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<td><strong>IAC</strong></td>
<td>Instrument Approach Chart</td>
</tr>
<tr>
<td><strong>IAF</strong></td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td><strong>ICAO</strong></td>
<td>International Civil Aviation Organisation</td>
</tr>
<tr>
<td><strong>ID</strong></td>
<td>Identifier or Identify</td>
</tr>
<tr>
<td><strong>IDENT</strong></td>
<td>Identification</td>
</tr>
<tr>
<td><strong>IF</strong></td>
<td>Intermediate Approach Fix</td>
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<tr>
<td>IFP*</td>
<td>Instrument Flight Procedure</td>
</tr>
<tr>
<td><strong>IFR</strong></td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td><strong>IMC</strong></td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>INOP*</td>
<td>Information</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<tr>
<td><strong>INTL</strong></td>
<td>International</td>
</tr>
<tr>
<td><strong>ISA</strong></td>
<td>International Standard Atmosphere</td>
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<tr>
<td>Letter</td>
<td>Term</td>
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<tr>
<td>J</td>
<td>JAN</td>
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<td>KM</td>
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<td>L</td>
<td>LAT</td>
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<td>LBS*</td>
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<td></td>
<td>NOTAM</td>
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<tr>
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<td>NOV</td>
</tr>
</tbody>
</table>
OBST  Obstacle
OCA  Obstacle Clearance Altitude
OCH  Obstacle Clearance Height
OCT  October
OTAC* Overseas Territories Aviation Circulars
OTAR* Overseas Territories Aviation Requirements

PANS  Procedures for Air Navigation Services
PAPI  Precision Approach Path Indicator
PAX  Passenger
PBN  Performance Based Navigation
PCN  Pavement Classification Number
PIB  Pre-Flight Information Bulletin
PNR  Point of No Return

QFE  Atmospheric Pressure at Aerodrome Elevation
QNE  QNH
QN  Altimeter subscale setting to obtain elevation when on the ground

RDH  Reference Datum Height
RESA  Runway End Safety Area
RNAV  Area Navigation
RNP  Required Navigation Performance
RVR  Runway Visual Range
RWY  Runway

SFC  Surface
SID  Standard Instrument Departure
SIGMET  Information concerning enroute weather phenomena which may affect the
        safety of aircraft operations
SPECI  Aerodrome Special Meteorological Report
SSR  Secondary Surveillance Radar
STA* IATA 3-Letter code for Stanley Airport
STAR  Standard Instrument Arrival
STD  Standard
SUP  Supplement
SYNOP* Surface Synoptic Observation

TAF  Aerodrome Forecast

TAF  Aerodrome Forecast
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TCH*</td>
<td>Threshold Crossing Height</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TMA</td>
<td>Terminal Control Area</td>
</tr>
<tr>
<td>TODA</td>
<td>Take-off Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Take-off Run Available</td>
</tr>
<tr>
<td>TWR</td>
<td>Tower</td>
</tr>
<tr>
<td>TWY</td>
<td>Taxiway</td>
</tr>
<tr>
<td>UFN</td>
<td>Until Further Notice</td>
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GEN 2.3 – CHART SYMBOLS

To be developed.
## GEN 2.4 – LOCATION INDICATORS

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Note: Stanley Airport is not connected to the Aeronautical Fixed Service.
## GEN 2.5 LIST OF RADIO NAVIGATION AID

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Note:  
“A” denotes aerodrome use (see details in Part 3, Aerodrome)  
“E” denotes en route use (see details in Part 2, En Route)
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</tbody>
</table>
GEN 2.7 SUNRISE/SUNSET TABLES

Sunrise/Sunset/Twilight times for Falkland Islands aerodromes can be obtained from the following internet websites:


(b) HM Nautical Almanac Office website: [http://astro.ukho.gov.uk/surfbin/showform.cgi](http://astro.ukho.gov.uk/surfbin/showform.cgi)
GEN 3: SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1 Falkland Islands Civil Aviation Department
   Stanley, Falkland Islands
   Telephone: (+500) 28498
   Fax: (+500) 27276
   Website: www.fig.gov.fk/aviation
   Email: civilaviation@sec.gov.fk

1.2 Hours of service are Monday to Friday, 1100hrs to 1930hrs.
   The Department is closed on weekends and public /government holidays.

1.3 The service is provided in accordance with ICAO Annex 15 (wherever practically possible.)

2. AREA OF RESPONSIBILITY

2.1 The Falkland Islands Civil Aviation Department is responsible for the collection and dissemination of aeronautical information within the entire territory of the Falkland Islands.

3. AERONAUTICAL PUBLICATIONS

3.1 AIS information is provided by the issue of aeronautical publications in the form of:
   a) Aeronautical Information Publication (AIP)
   b) AIP Amendments (if applicable)
   c) AIP Supplements (if applicable)
   d) NOTAM (NOTAMs are issued on behalf of the AIS provider by the operator of EGYP, Mt Pleasant Airport)

3.2. AIP
   a) The Falkland Islands AIP is a basic document containing information of a lasting character that is operationally significant for the safe conduct of air traffic.
   b) The AIP is published in one volume. It is published in English for use by international and national operations, whether the flights are public or private.
   c) The Falkland Islands AIP is only published electronically.

3.3. AIP AMDT
   AIP amendments will only be issued if operationally necessary. Generally all amendments will only be issued in the AIP Publication.

3.4. AIP SUPP
a) Supplements contain temporary changes of a long duration (three months or longer) or information of a short duration that contains extensive text and/or graphics.

b) AIP SUPP are numbered sequentially, beginning each calendar year with “01”. The last two digits of the year are part of the AIP SUPP number (e.g. AIP SUPP 01/16 for the first supplement issued in 2016, AIP SUPP 02/16 for the second supplement issued in 2016, etc.)

c) AIP SUPP may be issued at any time if warranted.

d) Supplement periods of validity are specified within the AIP SUPP or via NOTAM.

e) A checklist of valid AIP SUPP is maintained on the Falkland Islands Civil Aviation website (www.fig.gov.fk/aviation) and notified by NOTAM.

3.5. AIC

a) Circulars contain administrative information that is not operationally significant for the safe conduct of flight.

b) AIC are numbered sequentially, beginning each calendar year with “01). The last two digits of the year are part of the AIC number (e.g. AIC 01/16 for the first circular issued in 2016, AIC 02/16 for the second circular issued in 2016, etc.)

c) AIC are only issued in one series for both national and international dissemination.

d) A checklist of valid AIC is maintained on the Falkland Islands Civil Aviation Department website (www.fig.gov.fk/aviation) and notified by NOTAM.

3.6. NOTAM

a) UK MoD serves as the International NOTAM Office for the issue of NOTAMs on behalf of the Falkland Islands Civil Aviation Department.

3.7. PIB are promulgated by AFTN whenever urgent operational information requires dissemination.

3.8. AIP Availability

a) Electronic copies of this AIP and its amendments are available free on the Falkland Islands Civil Aviation Department website: www.fig.gov.fk/aviation.

4. AERONAUTICAL INFORMATION REGULATIONS AND CONTROL (AIRAC) SYSTEM

3.1 The AIRAC System will not be covered under the Falkland Islands AIP.

5. PRE-FLIGHT INFORMATION SERVICE

5.1 Pre-flight Information Service is available at Mt Pleasant EGYP and Stanley SFAL.
GEN 3.2: AERONAUTICAL CHARTS

1. AERONAUTICAL CHART PUBLICATION

1.1 The Falkland Islands only have a very limited number of charts available and in publication.

1.2 It is recommended to contact the airport of destination for details of what charts are available.

1.3 EGYP, Mt Pleasant: See contact details in GEN 1.1.

1.4 SFAL, Stanley: See contact details in GEN 1.1.
GEN 3.3       AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

The Ministry of Defence (MoD) and Stanley Airport are responsible for the provision of air traffic services within the areas indicated in 2 below.

Ministry of Defence:
Joint Operations Centre
British Forces South Atlantic Islands
Mount Pleasant Complex
Falkland Islands
Email: irics@horizon.co.fk
Telephone: +500 74030
Fax: +500 74368

Stanley Airport (SFAL):
Stanley Airport
Airport Road
Stanley
Falkland Islands
Email: aerodromemanager@figas.gov.fk
Telephone: +500 27301

2. AREAS OF RESPONSIBILITY AND TYPES OF SERVICES

A basic service is provided by the MoD in the entire Falkland Islands CTR. The MoD also provides Approach Control (APP) and Aerodrome Control (TWR) for EGYP, Mt Pleasant Airport.

SFAL, Stanley Airport provides a Flight Information Service (FIS) within its ATZ.

3. COORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and air traffic services is affected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services (Doc 4444./ATM501).

4. MINIMUM FLIGHT ALTITUDES

To be developed.

5. ATS UNIT ADDRESS LIST

See Section GEN 3.3.1 for ATS Unit addresses.
GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

Both Ministry of Defence (MoD) and Stanley Airport provide aeronautical telecommunications services for ATS in the Falkland Islands.

2. AREA OF RESPONSIBILITY

The MoD provides services to support all operations at Mt Pleasant EGYP and Stanley Airport provides service to support all operations at Stanley SFAL.

3. TYPES OF SERVICE

a. Radio Navigation Services include the following radio navigation aids:

   Mt Pleasant EGYP:
   i. TACAN
   ii. DVOR
   iii. NDB
   iv. UDF/VDF
   v. ILS/DME

   Stanley SFAL:
   i. NDB/ DME

b. Mobile/Fixed service

   The Falkland Islands has no mobile/ fixed services.

c. Broadcasting service

   See subsection GEN 3.5 for details.

d. Language used

   English

e. Where detailed information can be found

   In the relevant sections of Part 2 (ENR) and Part 3 (AD)

4. REQUIREMENTS AND CONDITIONS

   To be developed.
GEN 3.5  METEOROLOGICAL SERVICES FOR AIR NAVIGATION

1. RESPONSIBLE SERVICE

1.1 The UK MET Office provides meteorological forecasting services for the Falkland Islands. See contact details in GEN 1.1.

1.2 Meteorological services are based upon ICAO Annex 3, Meteorological Service for International Air Navigation. Variations are posted in GEN 1.7 of this AIP.

1.3 Meteorological service hours are H24 at Mount Pleasant Airport EGYP.

1.4 Meteorological services are provided in English only.

2. AREA OF RESPONSIBILITY

The UK Met Office is responsible for providing meteorological services within the Falkland Islands CTR. Stanley Airport provides observations for Stanley Airport SFAL.

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

a. Station Identifiers:
   i. Station name: Mt Pleasant
   ii. ICAO location indicator: EGYP

b. Observation types and frequencies:
   i. Surface Aviation Observations
   ii. Special Surface Aviation Observations
   iii. Synoptic Observations
   iv. Upper Air Observations
   v. ATIS in the Falkland Islands

c. Observation transmittal codes:
   i. Surface weather observations
   ii. Upper Air Observations

d. Observation systems:
   i. Automated Weather Observing Station (AWOS)
      i. Wind
      ii. Temperature
      iii. Pressure
iv. Humidity
v. Precipitation
vi. Solar Radiation

ii. Laser Ceilometer
iii. Visibility Sensors
iv. Lightning Detection
v. Present Weather/Visibility
vi. Radiosonde
vii. Weather Radar

e. **Observation system locations:**

To be developed.

f. **Meteorological services defined will cover:**

   a) Scheduled flights, and

   b) Ad-hoc flights with proper notification, as determined by the airport operator

g. **Hours of operation**

H24 EGYP, Mt Pleasant.

4. **TYPES OF SERVICE**

4.1 The UK MET Office located at Mount Pleasant Airport provides meteorological services in support of civil and military aviation.

   a) Information on the TAF

   b) Trends

   c) Aerodrome weather warnings

   d) Take off forecasts issued

   e) Windshear alerts

4.2 Scheduled air carriers/military aircraft operators = daily flight weather packets

   a) Flight crews may receive personal briefings and consultation by visiting the weather office or via telephone

4.3 Surface and upper air charts

4.4 Weather information is provided
4.5 Meteorological support for SAR

4.6 Forecast accuracy requirements

5. **NOTIFICATION REQUIRED FROM OPERATORS**

To be developed.

6. **AIRCRAFT REPORTS**

To be developed. For more details on available meteorological services for aircraft using Mt Pleasant Airport EGYP please contact the UK Met Office, Falkland Islands. Contact details in GEN1.1.
GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICES

The Falkland Islands Government is responsible for the Search and Rescue (SAR) service in the Falkland Islands.

The Director of Emergency Services
Falkland Islands Government
Stanley
Falkland Islands
Email: AAlmond-Bell@sec.gov.fk
Telephone: (+500) 27230

When SAR operations are needed a rescue command centre (Silver Command) is established at the Falkland Islands Defence HQ.

2. AREA OF RESPONSIBILITY

The SAR service is provided throughout the territory out to a limit of 12 nautical miles from the coast line.

3. TYPES OF SERVICES

To be developed.

4. SAR AGREEMENTS

To be developed.

5. CONDITIONS OF AVAILABILITY

To be developed.

6. PROCEDURES AND SIGNALS USED

To be developed.
GEN 4 - CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

MT PLEASANT EGYP

1. LANDING FEES

Up to 4 metric tonnes  GBP 9.00 per metric tonne
Over 4 metric tonnes  GBP 12.00 per metric tonne

2. PARKING CHARGE

First two hours: Free
Over two hours: flat rate of GBP16.50 per 24 hours period.

STANLEY SFAL

3. LANDING FEES

The landing fees payable in respect of an aircraft which lands at Stanley Airport shall be:

£21.95 per 0.5 metric tonne or part thereof

4. PARKING CHARGE

First two hours: Free
Over two hours:
- Up to & including 5 metric tonnes charged at the rate of £1.44 per 0.5 metric tonne or part thereof.
- Over 5 tonne up to & including 10 tonne at the rate of £24.40 flat rate.
- Over 10 tonne is charge at the flat rate of £24.40 plus £1.16 per 0.5 metric tonne or part thereof.

5. EXTENDED HOURS OF OPERATION CHARGE

Outside of normal operation hours, landing charges incur a 75% weighting of original landing charge.

6. PASSENGER SERVICE CHARGE

To be developed.
GEN 4.2 AIR NAVIGATION SERVICE CHARGES

1. AIR NAVIGATION SERVICE CHARGES

Apart from airport landing and parking charges there are no other air navigation charges in the Falklands.