Aeronautical Information Publication



GEN

THE FALKLAND ISLANDS

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 (SARPs) 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 complete re-issue. 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:

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1. AERONAUTICAL AUTHORITY

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

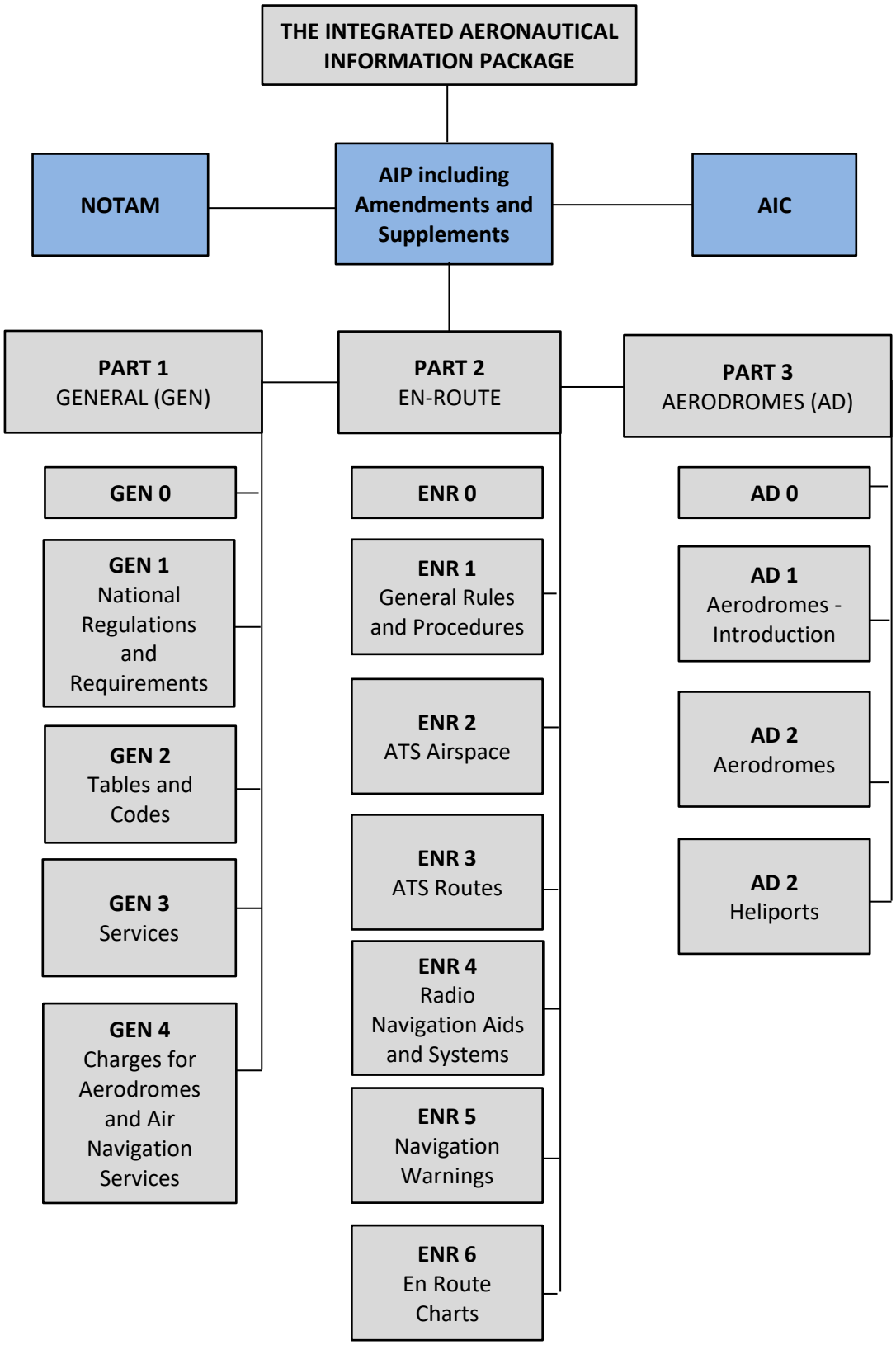
2. APPLICABLE ICAO DOCUMENTS

This AIP is prepared where practicable in accordance with the Standards and Recommended Practices (SARPs) 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.


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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.

GEN 0.2 - RECORD OF AIP REVISIONS

ISSUE #	DATE	DETAILS
1.0	JUNE 2016	FIRST ISSUE
1.1	FEBRUARY 2018	RE-ISSUE WITH MINOR CHANGES TO CONTACT INFORMATION, HOLIDAY DATES & CORRECTION OF TYPOGRAPHICAL ERRORS.
1.2	APRIL 2019	RE-ISSUE WITH MINOR CHANGES AND CORRECTION OF TYPOGRAPHICAL ERRORS.
1.3	JUNE 2020	MINOR CHANGES TO GEN 1.3 – ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW AND OTHER UPDATES.
1.4	JUNE 2021	CHANGES TO SOME CONTACT DETAILS.
2.0	JUNE 2023	MINOR UPDATES SUCH AS PUBLIC HOLIDAYS AND SUNRISE SUNSET TIMES.
3.0	FEBRUARY 2024	INCLUSION OF VERTICAL REFERENCE SYSTEM ASSURANCE
4.0	JULY 2024	MINOR CHANGES INCLUDING PUBLIC HOLIDAY DATES AND IMMIGRATION REQUIREMENTS.
5.0	MAY 2025	CHANGES TO INFORMATION IN 3.6 SEARCH AND RESCUE AND OTHER MINOR CHANGES THROUGHOUT.
5.1	OCTOBER 2025	UPDATED WITH NEW LIST OF SIGNIFICANT DIFFERENCES FROM ICAO SARPS AND EDITED TABLE OF CONTENTS
6.0	OCTOBER 2025	UPDATED TO REFLECT CHANGES TO VISA REQUIREMENTS FOR ENTRY.
6.0	FEBRUARY 2026	SCHEDULED REVIEW – NO CHANGES
6.1	MARCH 2026	ADDED TO LIST OF SIGNIFICANT DIFFERENCES (ANNEX 3 ONLY)
7.0	MAY 2026	MINOR UPDATES
7.1	JUNE 2026	UPDATED LIST OF SIGNIFICANT DIFFERENCES

GEN 0.3 – RECORD OF AIP SUPPLEMENTS

NR/YEAR	SUBJECT	AIP SECTION(S) AFFECTED	PERIOD OF VALIDIDTY	CANCELLATION RECORD

GEN 0.4 – CHECKLIST OF PAGES

Any amendments generate a full re-issue of this document.

GEN 0.5 – LIST OF HAND AMENDMENTS TO THE AIP

Any amendments generate a full re-issue of this document.

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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: Civil Aviation Department
PO Box 705
Stanley,
Falkland Islands
Telephone: (+500) 27305
Website: https://www.falklands.gov.fk/civilaviation/
Email: civilaviation@sec.gov.fk

2. CUSTOMS & IMMIGRATION

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

3. 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

4. METEOROLOGY

Postal Address: Principal Meteorological Officer
Meteorological Office
Mount Pleasant Airport
Falkland Islands
Telephone: +500 73557
Fax:
Website:
Email: bfsai-flk-905eaw-pmeto@mod.uk

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

6. AGRICULTURAL QUARANTINE

Postal Address: 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.

8. DIRECTORATE OF EMERGENCY SERVICES AND ISLANDS SECURITY

(Responsible for SAR & AvSec)

Postal Address: Emergency Services Dept
Ross Road
Stanley, Falkland Islands
Telephone: (+500) 27230
www.falklands.gov.fk/safetyandsecurity
Email: pa.desis@sec.gov.fk

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 is an Overseas Territory of the United Kingdom. Air Service Agreements between States and the United Kingdom also apply to the Falkland Islands.

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 Aerodromes, 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 details shown in GEN 1.1.

4. SCHEDULED FLIGHTS

4. 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 Overseas Territory. The Falkland Islands Civil Aviation Department issues Foreign Carrier Permits (FCPs) to allow foreign commercial air transport flights 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 Carrier 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. The Falkland Islands Civil Aviation Department issues Foreign Carrier Permits (FCPs) 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 Carrier 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 14 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 Customs and Immigration Service.

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 during the foreign carrier permit application process.

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

8.1 There is no permanent presence of customs and immigration or 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 National Civil Aviation Security Programme requirements and therefore must make arrangements for such. Details are all provided in the foreign carrier 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 Customs and Immigration Service 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 visitors with the following nationalities to enter the Falkland Islands:

Afghanistan	Congo	Honduras	Mongolia	Sudan
Albania	Côte d'Ivoire	India	Montenegro	Suriname
Algeria	Cuba	Indonesia	Morocco	Syria
Angola	Democratic Republic of the Congo	Iran	Mozambique	Tajikistan
Armenia	Djibouti	Iraq	Myanmar	Tanzania
Azerbaijan	Dominica	Jamaica	Namibia	Thailand
Bangladesh	Dominican Republic	Jordan	Nepal	Timor-Leste
Belarus	Ecuador	Kazakhstan	Niger	Togo
Benin	Egypt	Kenya	Nigeria	Trinidad & Tobago
Bhutan	El Salvador	Korea (North)	North Macedonia	Tunisia
Bolivia	Equatorial Guinea	Kosovo	Pakistan	Turkey
Bosnia Herzegovina	Eritrea	Kyrgyzstan	Philippines	Turkmenistan
Burkina Faso	Eswatini	Laos	Russia	Uganda
Burundi	Ethiopia	Lebanon	Rwanda	Ukraine
Cambodia	Fiji	Lesotho	São Tomé & Principe	Uzbekistan
Cameroon	Gabon	Liberia	Senegal	Vanuatu
Cape Verde	Gambia	Libya	Serbia	Venezuela
Central African Republic	Georgia	Madagascar	Sierra Leone	Vietnam
Chad	Ghana	Malawi	Somalia	Yemen
People's Republic of China	Guinea	Mali	South Africa	Zambia
Colombia	Guinea Bissau	Mauritania	South Sudan	Zimbabwe
Cumoros	Haiti	Moldova	Sri Lanka	

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

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

Embarkation Tax
GBP40 or equivalent in FKP, USD or EUR in cash, Visa or Mastercard, 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 for each individual consignment
- Commercial Invoice

1.2 In the case of 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)
- Phytosanitary 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.

GEN 1.5 – AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.1 Instruments

Commercial air transport aircraft operating in the Falkland Islands must adhere to the provisions of ICAO Annex 6− *Operation of Aircraft*, Part I − *International Commercial Air Transport − Aeroplanes*, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

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 2013, 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 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 (CTR) is governed by the Falkland Islands Civil Aviation Department as well as ICAO Standards and Recommended Practices.

GEN 1.7 – DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

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.

Annex	Standard / Recommended Practice	Details of Difference
Annex 1		No significant difference
Annex 2 Chapter 3 3.2.3	Standard	Ref 3.2.3.1(a): Rule 49 of AN(OT)O Schedule 4 para 3 states: anti-collision lights are not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders. Not all aircraft are required to display anti-collision lights under legislation, alternatives are permitted.
Chapter 4 4.6	Standard	**Low flying prohibitions** Ref 4.6 (b): Rule 5(3)(b) of AN(OT)O Schedule 4 states: Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure. No plans to change this. **Rule 5.**—(1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6. (2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions. (3) The low flying prohibitions are as follows— (a)Engine failure An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure. (b)The 500 feet rule Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure. (c)The 1,000 feet rule

Annex	Standard / Recommended Practice	Details of Difference
		Except with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft. (d)The land clear rule An aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure. (e)Flying over open air assemblies Except with the written permission of the Governor, an aircraft must not fly over an organised open-air assembly of more than 1,000 persons below whichever is the higher of the following heights— (i)1,000 feet; or (ii)such height as would permit the aircraft to land clear of the assembly in the event of an engine failure. (f)Landing and taking off near open air assemblies An aircraft must not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except— (i)at an aerodrome, in accordance with procedures notified by the Governor; or (ii)at a landing site which is not an aerodrome, in accordance with procedures notified by the Governor and with the written permission of the organiser of the assembly. **Exemptions from the low flying prohibitions** **Rule 6.** The exemptions from the low flying prohibitions are as follows— (a)Landing and taking off (i)An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of— (aa)taking off from, landing at or practising approaches to landing at; or (bb)checking navigational aids or procedures at, a certificated or notified aerodrome. (ii)An aircraft is exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing. (b)Captive balloons and kites None of the low flying prohibitions apply to any captive balloon or kite. (c)Special VFR flight and notified routes (i)Subject to paragraph (ii), an aircraft is exempt from the 1,000 feet rule when—

Annex	Standard / Recommended Practice	Details of Difference
		(aa)it is flying on a special VFR flight; or (bb)it is operating in accordance with the procedures notified for the route being flown. (ii)Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified aerodrome. (d)Balloons and helicopters over congested areas (i)A balloon is exempt from the 1,000 feet rule if it is landing because it is becalmed. (ii)Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule. (e)Police air operator's certificate An aircraft flying in accordance with the terms of a police air operator's certificate is exempt from the 500 feet rule, the 1,000 feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies. (f)Flying displays etc An aircraft taking part in a flying display is exempt from the 500 feet rule when it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event. (g)Glider hill-soaring A glider is exempt from the 500 feet rule if it is hill-soaring. (h)Picking up and dropping at an aerodrome An aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome is exempt from the 500 feet rule. (i)Manoeuvering helicopters (i)Subject to paragraph (ii), a helicopter is exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or military aerodrome or, with the written permission of the Governor at other sites. (ii)When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site. (j)Dropping articles with the permission of the Governor An aircraft is exempt from the 500 feet rule if it is flying in accordance with— (i)article 130(3)(f) of the Air Navigation (Overseas Territories) Order [the dropping of articles by, or with the authority of, the pilot-in-command of the aircraft for the

Annex	Standard / Recommended Practice	Details of Difference
		purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor]; or (ii)an aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order.
Annex 3 Chapter 4 4.6.2.1 Visibility		Those UK Overseas Territories (OTs) which route meteorological data through the USA use different units of measurement to report visibility. For those OTs which report visibility in accordance with a data-sharing system with the United States (for example AISR) it is acceptable for that meteorological element to be reported in statute miles, provided that: (1) Information on visibility is reported in kilometres or metres (as appropriate) within the supplementary remarks section of any meteorological report and (2) The supplementary remarks shall be promulgated internationally and (3) This variation from ICAO Annex 3 and PANS-MET regarding the differing method of reporting meteorological elements is published in the appropriate AIP or AIC.
4.6.7 Barometric pressure		Those OTs which route meteorological data through the USA use different units of measurement to report barometric pressure. For those OTs which report barometric pressure in accordance with a data-sharing system with the United States (for example AISR) it is acceptable for that meteorological element to be reported in inches of mercury, provided that: (1) Information on barometric pressure is reported in hectopascals (HpA) within the supplementary remarks section of any meteorological report and (2) The supplementary remarks shall be promulgated internationally and (3) This variation from ICAO Annex 3 and PANS-MET regarding the differing method of reporting meteorological elements is published in the appropriate AIP or AIC.
Annex 4		No significant difference
Annex 5		No significant difference
Annex 6		No significant difference
Annex 7		No significant difference
Annex 8		No significant difference
Annex 10		No significant difference
Annex 11		No significant difference
Annex 12	2.2.1, 2.3.2, 3.1.1, 3.1.2.1, 3.1.5, 3.1.8, 3.1.9	Alternate means of compliance in the Falkland Islands. For details contact the Director of Civil Aviation or the Director of Emergency Services.
Annex 13		No significant difference

Annex	Standard / Recommended Practice	Details of 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

Significant differences as at 2nd June 2026

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 GEN 2.11
Units of Measurements used in the Falkland Islands

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

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 expressed in degrees, minutes, seconds and hundredths of seconds.

3.4 Vertical Reference System
Mean sea level (MSL) datum, the relationship of gravity-related height (elevation) to a surface known as the geoid, is used as the vertical reference system in the Falkland Islands.

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-FMC'.

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 and Government Holidays

Holiday	2026	2027
New Year's Day	Thursday 01 January	Friday 01 January
Good Friday	Friday 03 April	Friday 26 March
Liberation Day	Monday 15 June	Monday 14 June
Peat Cutting Monday	Monday 05 October	Monday 04 October
HM The King's Birthday	Monday 16 November	Monday 15 November
Battle Day	Tuesday 08 December	Wednesday 08 December
Christmas Day	Friday 25 December	Monday 27 Dec (in lieu
Boxing Day	Monday 28 December	Tuesday 28 Dec (in lieu)
Christmas Holiday	Tuesday 29 December	Wednesday 29 December
Government Holiday[1]	Wednesday 30 December	Thursday 30 December
Government Holiday[1]	Thursday 31 December	Friday 31 December

[1] Government Holidays are not public holidays but government departments are closed.

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

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

B

BCN	Beacon
BKN	Broken
BRG	Bearing

C

CAVOK	Visibility, cloud and present weather better than prescribed values or conditions.
CNS	Communications, Navigation and Surveillance
CTA	Control Area
CTR	Control Zone

D

DA	Decision Altitude
DEC	December
DCA	Director of Civil Aviation
DH	Decision Height
DEG	Degrees
DEP	Departure (or Depart)

DEST	Destination
DfT*	Department for Transport
DME	Distance Measuring Equipment
DVOR	Doppler VOR

E

E	East
EGYP*	ICAO 4-Letter code for Mount Pleasant Airport
ELEV	Elevation
ELT	Emergency Locator Transmitter
EMERG	Emergency
ENR	Enroute
ETA	Expected Time of Arrival
ETD	Expected Time of Departure
ETOPS*	Extended Range Twin-engine Operations

F

FAF	Final Approach Fix
FCST	Forecast
FEB	February
FIR	Flight Information Region
FL	Flight Level
FLT	Flight
FPL	Flight Plan
FT	Feet
FREQ	Frequency

G

GEN	General
GBAS*	Ground Based Augmentation System
GND	Ground
GNSS	Global Navigation Satellite System
GP	Glide Path
GPS	Global Positioning System
GS	Ground Speed

H

H24	Continuous day and night service
HDG	Heading
HGT	Height
HPA	Hectopascal
HR/HRS	Hours

I

IAC	Instrument Approach Chart
IAF	Initial Approach Fix
ICAO	International Civil Aviation Organisation
ID	Identifier or Identify
IDENT	Identification
IF	Intermediate Approach Fix
IFP*	Instrument Flight Procedure
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
INFO*	Information
INOP	Inoperative
INTL	International

ISA	International Standard Atmosphere

J

JAN	January
JUL	July
JUN	June

K

KG	Kilogrammes
KIAS	Knots Indicated Airspeed
KM	Kilometres
KT/KTS	Knots

L

LAT	Latitude
LBS*	Pounds
LDA	Landing Distance Available
LLZ*	Localiser
LMT	Local Mean Time
LNAV	Lateral Navigation
LOC	Localiser
LONG	Longitude

M

M	Metres
MAG	Magnetic
MAHF	Missed Approach Holding Fix
MAPT	Missed Approach Point
MAR	March
MAX	Maximum
MAY	May
MDA	Minimum Descent Altitude
MDH	Minimum Descent Height
MEA	Minimum En-route Altitude
MEHT	Minimum Eye Height over Threshold
MET	Meteorological
METAR	Aerodrome Routine Meteorological Report
MHZ	Megahertz
MIN	Minute
MNM	Minimum
MoD*	Ministry of Defence
MPA*	Mount Pleasant Airport
MPC	Mount Pleasant Complex
MPN*	IATA 3-Letter code for Mount Pleasant Airport
MSA	Minimum Sector Altitude
MSG	Message
MSL	Mean Sea Level
MLW*	Maximum Landing Weight
MTOW*	Maximum Take Off Weight

N

N	North
NDB	Non Directional Beacon
NIL	None or I have nothing to send to you
NM	Nautical Miles

NOTAM	Notice to Airmen
NOV	November

O

OBST	Obstacle
OCA	Obstacle Clearance Altitude
OCH	Obstacle Clearance Height
OCT	October
OTAC*	Overseas Territories Aviation Circulars
OTAR*	Overseas Territories Aviation Requirements

P

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

Q

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

R

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

S

S	South
SAR	Search and Rescue
SARPS	Standards and Recommended Practises
SATCOM	Satellite Communication
SEC	Second
SECT	Sector
SEP	September
SFAL*	ICAO 4-Letter Code for Stanley Airport
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
STAR	Standard Instrument Arrival
STD	Standard
SUP	Supplement
SYNOP*	Surface Synoptic Observation

T

T	Temperature

TAF	Aerodrome Forecast
TCH*	Threshold Crossing Height
TDZ	Touchdown Zone
THR	Threshold
TMA	Terminal Control Area
TODA	Take-off Distance Available
TORA	Take-off Run Available
TWR	Tower
TWY	Taxiway

U

UFN	Until Further Notice
UHF	Ultra-High Frequency (300 to 3000 MHz)
UIR	Upper Flight Information Region
UK*	United Kingdom
UN*	United Nations
UNL	Unlimited
UTC	Coordinated Universal Time

V

VFR	Visual Flight Rules
VHF	Very High Frequency (30 to 300 MHz)
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOLMET	Meteorological Information for aircraft in flight
VOR	VHF Omnidirectional Radio Range

W

W	West
WAC	World Aeronautical Chart – ICAO 1:1.000.000
WGS-84	World Geodetic Survey of 1984
WPT	Waypoint

GEN 2.3 – CHART SYMBOLS

To be developed.

GEN 2.4 – LOCATION INDICATORS

ENCODE		DECODE	
Location	**Indicator**	**Indicator**	**Location**
Mount Pleasant Airport	EGYP	EGYP	Mount Pleasant Airport
Stanley Airport	SFAL	SFAL	Stanley Airport

Note: Stanley Airport is not connected to the Aeronautical Fixed Service.

GEN 2.5 LIST OF RADIO NAVIGATION AID

ID	Station Name	Facility	Purpose
MPN	**EGYP**	**TACAN**	**AE**
MPN	**EGYP**	**DVOR**	**AE**
MPN	**EGYP**	**NDB**	**AE**
MPN	**EGYP**	**UDF/VDF**	**A**
MPN	**EGYP**	**ILS/DME**	**AE**
PSY	**SFAL**	**NDB**	**A**
PSY	**SFAL**	**DME**	**A**

Note: “A" denotes aerodrome use (see details in Part 3, Aerodrome)
“E" denotes en route use (see details in Part 2, En Route)

GEN 2.6 CONVERSION TABLES

TABLE GEN 2.6.1 Distance Conversions

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 1 M = 3.281 FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

TABLE GEN 2.6.2 Arc Minute to Second Conversions

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

TABLE GEN 2.6.3 Arc Seconds to Minute Conversions

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLES

Sunrise/Sunset/Twilight times for Falkland Islands aerodromes can be obtained from various websites including:

(a) flight sunrise sunset calculator - CrewLogbook

GEN 3: SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1 Falkland Islands Civil Aviation Department
Stanley, Falkland Islands
Telephone:(+500) 27305
Website: https://www.falklands.gov.fk/civilaviation
Email: civilaviation@sec.gov.fk

1.2 Hours of service are Monday to Friday, 1100hrs to 1930hrs UTC.

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 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) 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

Currently not made available

3.4. AIP SUPP

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

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

c) A checklist of valid AIP SUPP is maintained on the Falkland Islands Civil Aviation website https://www.falklands.gov.fk/civilaviation/aip/information 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 https://www.falklands.gov.fk/civilaviation/aip/information 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: https://www.falklands.gov.fk/civilaviation/aip/information

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: BFSAI-FLK-HQJOCWKPRGROUP@mod.gov.uk and
BFSAI-AiropsWg-FOSC-ASO-Group@mod.gov.uk
Telephone: +500 75304

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

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 — *Aeronautical Telecommunications*
Doc 8400 — *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)*
Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*
Doc 7030 — *Regional Supplementary Procedures*
Doc 7910 — *Location Indicators*

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 the Stanley ATZ.

3. COORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and air traffic services is conducted in accordance with 2.15 of ICAO Annex 11and 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. Contact details as in 3.3.1.

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 with a few minor exceptions where military Standards are applied.

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)

ii. Wind

iii. Temperature

iv. Pressure

v. Humidity

vi. Precipitation

vii. Solar Radiation

viii. Laser Ceilometer

ix. Visibility Sensors

x. Lightning Detection

xi. Present Weather/Visibility

xii. Radiosonde

xiii. Weather Radar

e. **Observation system locations:**

To be developed.

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

i. Scheduled flights, and

ii. 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 and also supplies a limited range of products for Stanley.

i. TAF

ii. Trends

iii. Aerodrome weather warnings

iv. Take off forecasts issued

v. 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

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: desis@sec.gov.fk
Telephone: (+500) 27230

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

2. AREA OF RESPONSIBILITY

The Falkland Islands is positioned within the Argentine Ushuaia SRR. Within this region the Falkland Islands has an informal commitment to provide for maritime, aeronautical and land SAR within its territorial waters as detailed below and in the chart at Annex C: - The Interim Fishery Conservation and Management Zone, also known as the Falklands Inner Conservation Zone (FICZ) - The Fishery Conservation Outer Zone, also known as the Falklands Outer Conservation Zone (FOCZ).

3. TYPES OF SERVICES

Maritime and Land-based search and rescue.

4. SAR AGREEMENTS

Agreement between His Majesty's Coast Guard (HMCG) Maritime Coastguard Authority (MCA) Joint Regional Co-ordinating Centre (JRCC) Fareham, UK and FIG. This Agreement details how the JRCC Fareham will support and cooperate with FIG in SAR operations.

The Falkland Islands applies an alternate means of compliance to ICAO Annex 12, 2.2.1, 2.3.2, 3.1.1, 3.1.2.1, 3.1.5, 3.1.8 and 3.1.9 in accordance with the published exemption:

25_OTO_E1177. For details of this exemption contact the Director of Civil Aviation (regulatory) or the Director of Emergency Services (operational).

5. CONDITIONS OF AVAILABILITY

24 hours a day 7 days per week.

6. PROCEDURES AND SIGNALS USED

In line with the Joint Emergency Services Interoperability Procedures (JESIP) https://www.jesip.org.uk/

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: £23.15 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 **£1.52 per 0.5 metric tonne or part thereof.**
- Over 5 tonne up to & including 10 tonne at the rate of **£25.73 flat rate.**
- Over 10 tonne is charge at the flat rate of **£25.73 plus £1.22 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

There are no airport passenger service charges at either airport however embarkation tax of GBP 40.00 applies to all outbound passengers. See: GEN 1.3 – ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

GEN 4.2 AIR NAVIGATION SERVICE CHARGES

1. AIR NAVIGATION SERVICE CHARGES

Effective 01 July 2025 – 30 June 2026.

Foreign Carrier Permit MTOM < 5,700kg Per trip Modified Permit	£140[1] £70[2]
Foreign Carrier Permit MTOM > 5,700kg Per Trip Modified Permit	£352[3] £176[4]
Air Navigation Charges (private flight letter) MTOM < 5,700kg Per trip Modified ANC	£70[5] £35[6]
Air Navigation Charges (private flight letter) MTOM > 5,700kg Per trip Modified ANC	£176[7] £88[8]
Air Navigation Charges Overflight CTR MTOM < 5,700kg Per Overflight Modified: Same as new one	£35[9]
Air Navigation Charges Overflight CTR MTOM > 5,700kg Per Overflight Modified: Same as new one	£80[10]

[1] Fee is set so that more than 2 one-off flights ends up costing more than a seasonal permit. ANC fee is included within the FCP.
[2] Half the cost of the permit. It may be a big job or it may not but if a new permit is required through no fault of ours, it must be paid for.
[3] Fee is set so that more than 2 one-off flights ends up costing more than a seasonal permit.
[4] Half the cost of the permit. It may be a big job or it may not but if a new permit is required through no fault of ours, it must be paid for. ANC fee is included within FCP.
[5] ANC fee contributes to the effort and cost of maintaining the AIP, Low Flying Handbook, monitoring lighting, marking and notification of obstructions and processing private flight letter.
[6] Half the cost of the ANC. It may be a big job or it may not but if a new permit is required through no fault of ours, it must be paid for.
[7] ANC fee contributes to the effort and cost of maintaining the AIP, Low Flying Handbook, monitoring lighting, marking and notification of obstructions and processing private flight letter.
[8] Half the cost of the ANC. It may be a big job or it may not but if a new permit is required through no fault of ours, it must be paid for.
[9] ANC fee contributes to the effort and cost of maintaining the AIP, Low Flying Handbook, monitoring lighting, marking and notification of obstructions and processing private flight letter.
[10] ANC fee contributes to the effort and cost of maintaining the AIP, Low Flying Handbook, monitoring lighting, marking and notification of obstructions and processing private flight letter.