Aeronautical Information Publication

ENR

THE FALKLAND ISLANDS

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PART 2 – EN-ROUTE (ENR)

ENR 0.2- RECORD OF REVISIONS

ISSUE #	DATE	DETAILS
1.0	JUNE 2023	FIRST ISSUE
2.0	JUNE 2023	ADDITION OF AMENDMENT RECORD. RE-ISSUE OF ENTIRE DOCUMENT.
2.1	OCTOBER 2023	CORRECTED FIGURES IN OBSTACLES TABLE
3.0	JUNE 2024	CHANGES TO UPPER LIMITS OF AIRWAYS IN LINE WITH CHANGES MADE BY ARGENTINA - 3.1 AND 3.2.
3.1	FEBRUARY 2025	REVISION TO TABLE 2.1 REGARDING FI CTR BEING CLASS D AIRSPACE

ENR 1 – GENERAL RULES AND PROCEDURES

ENR 1.1 – GENERAL RULES

1. In general, en route ATS procedures are in conformity with the ICAO standards and recommended practices and procedures, as laid down in Annex 11 to the Convention on International Civil Aviation and PANS/RAC Doc 4444-RAC/501.

2. All flights at or above 3,400’ Mount Pleasant QNH shall be in accordance with Instrument Flight Rules (IFR). Consequently, all civil aircraft operating into and out of the Falkland Islands must do so in accordance with IFR.

ENR 1.2 – VISUAL FLIGHT RULES

1. Visual Flight Rules (VFR) is applied in conformity with Chapter 4 of Annex 2 to the Convention on International Civil Aviation.

ENR 1.3 – INSTRUMENT FLIGHT RULES

1. GENERAL PROCEDURES

1.1 IFR is generally applied in conformity with Chapter 5 of Annex 2 to the Convention on International Civil Aviation. Separation standards and procedures are in accordance with the Procedures for Air Navigation Services- Air Traffic Management (PANS – ATM).

2. SPECIAL PROCEDURES

2.1 Longitudinal and lateral separation minima are established and applied to aircraft operating enroute to the Falkland Islands within the Falkland Islands CTR in accordance with ICAO standards and recommended practices. Aircraft arriving and departing the Falkland Islands CTR are provided with Approach Control service by Island Radar and Mount Pleasant ATS.

2.2 Mount Pleasant Approach will provide a UK Flight Information Service within 40nm DME from Mount Pleasant. Island Radar will provide a Basic Service outside this area.

ENR 1.4 – ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

i. *Class A*
IFR flights only are permitted; all flights are subject to air traffic control service and are separated from each other.

ii. *Class B*
IFR and VFR flights are permitted; all flights are subject to air traffic control service and are separated from each other.

iii. *Class C*
IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

iv. *Class D*
IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

v. *Class E*
IFR and VFR flights are permitted, IFR flights and subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

vi. *Class F*
IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

vii. *Class G*
IFR and VFR flights are permitted and receive flight information service if requested.

ENR 1.5 – HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

1.1 Holding, approach and departure procedures are developed in accordance with ICAO DOC 8168 – Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) design criteria and are published by Mount Pleasant Airport EGYP and Stanley Airport SFAL respectively. All IFR procedures and separation standards are in accordance with the ICAO SARPs.

1.2 All IFR flights departing Mount Pleasant International Airport will be issued an ATC clearance including climb instructions (SID for relevant runway) by the MPA Tower Controller or passed as a message by Stanley Information for aircraft departing Stanley.

1.3 When congestion of inbound traffic exists, MPA ATC may instruct departing aircraft to make an off-course climb for a specific distance and/ or to a specific altitude.

ENR 1.6 – RADAR SERVICES AND PROCEDURES

1. PRIMARY RADAR

1.1 There is only primary radar service at MPA. MPA ATC will assign specific IFR flight levels or altitudes to non-transponder / inoperative transponder aircraft.

2. SECONDARY SURVEILLANCE RADAR

2.1 Island Radar operates with Primary and Secondary Surveillance Radar (SSR). All inbound transponder equipped aircraft shall remain on last Island Radar-assigned beacon code upon entering the MPA TMA.

ENR 1.7 – ALTIMETER SETTING PROCEDURES

1. GENERAL

1.1 The altimeter setting procedures in use conform to those contained in ICAO Doc 4444 RAC/501 Procedures for Air Navigation Services and ICAO Doc 8168OPS/6111 Procedures for Air Navigation Services – Aircraft Operations. The altimeter setting will be given in Hectopascals (hPa). It will be provided in inches of mercury on request from the pilot.

1.2 QNH altimeter setting is made available to aircraft in the routine take-off and climb instructions.

1.3 Aircraft operating below the transition level shall maintain the station altimeter setting provided by ATS.

1.4 Aircraft operating above the transition level shall maintain an altimeter setting of 1013 Hectopascals (hPa)

2. VERTICAL DISPLACEMENT OF AIRCRAFT

2.1 Responsibility for the vertical displacement of aircraft rests with the pilot.

a) The vertical displacement of aircraft, when at or above the transition level is expressed in terms of flight level, and the displacement at or below the transition altitude are expressed in terms of altitude.

b) While passing through the transition level, vertical separation is expressed in terms of altitude when descending and in terms of flight level when ascending.

3. CRUISING LEVELS

3.1 Cruising levels within the MPA TMA are as established by the airspace controlling authority.

4. REGIONAL QNH

4.1 The aerodrome QNH at MPA serves as the Mount Pleasant International Airport TMA QNH. Aircraft required to maintain vertical position by reference to a QNH altimeter setting must use the aerodrome QNH.

ENR 1.8 – REGIONAL SUPPLEMENTARY PROCEDURES

1. GENERAL

1.1 Aircraft arriving and departing the Falkland Islands operate in the Comodoro Rivadavia FIR.

1.2 Publicación de Información Aeronáutica (AIP) - ANAC Argentina

ENR 1.9 – AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. There are no Air Traffic Flow Management (ATFM) procedures in place for flights to or from the Falkland Islands

ENR 1.10 – FLIGHT PLANNING

1. GENERAL

1.1 Procedures for the submission of a flight plan

A flight plan shall be filed with the MPA ATC and to all air traffic service units concerned with the flight.

A flight plan shall be filed in respect of –

a) All flights to be conducted in controlled or advisory airspace: provided that these requirements shall not apply in respect of local flights, a flight crossing an airway or advisory route at right angles or a VFR flight entering or departing from an aerodrome traffic zone or control zone from or to an unmanned aerodrome, and where no other controlled or advisory airspace will be entered during the flight.
b) An international flight;
c) All flights in the public transport operation or public transport of cargo operation categories; and
d) A flight for which alerting action is required.

MPA ATC may instruct a flight for which a flight plan is prescribed and for which a flight plan has not been filed, to clear or to remain clear of controlled airspace or to not enter it's airspace until such time as the required flight plan has been filed.

1.1.1 Time of Submission

Unless otherwise authorised, a flight plan for a flight to be conducted in controlled or advisory airspace shall be filed not less than 30 minutes before departure. It is, however, encouraged that flight plans are filed as far in advance as possible, up to 6 days. Flight plans filed during flight, whilst outside controlled or advisory airspace, shall be filed with the responsible air traffic service at least 10 minutes before the aircraft is estimated to reach the intended point of entry into the controlled or advisory airspace. If a flight plan has been filed prior to departure and is not activated with an air traffic services unit within one hour of the original estimated time of departure or amended estimated time of departure, such flight plan shall be cancelled...

1.1.2 Methods of filing a flight plan

Flight plans shall be filed by one of the following methods with the MPA ATC:

a) Internet
b) Telephone
c) AFTN
d) Facsimile

NOTE: When filing flight plans via fax it is requested that:

i) Black ink is used when completing the flight plan form for transmission as other colours do not always transmit successfully,
ii) Legible uppercase letters are used throughout the flight plan,
iii) Flight plans are to reach the MPA ATC not less than 1 hour before the intended EOBT.

ENR 1.11 – ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

1.1 Flight movement messages relating to traffic into/via or overflying the Falkland Islands via the Comodoro Rivadavia FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Category of flight **(IFR, VFR or both)**	**Route** **(into FIR and/or via TMA)**	**Message Address**
All flights	Into or via Commodoro Rivadavia FIR	EGYPYWYO EGYPYWYW SAVCZRZX
All flights	Falkland Islands CTR	EGYPYWYO EGYPYWYW SAVCZRZX

ENR 1.12 – INTERCEPTION OF CIVIL AIRCRAFT

1. GENERAL

1.1 The following procedures and visual signals apply over the territory and territorial waters of the Falkland Islands in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

ENR 1.13 – UNLAWFUL INTERFERENCE

a. GENERAL

1.1 Whenever unlawful interference with an aircraft is known or suspected or a bomb threat warning has been received, controllers shall promptly attend to requests by, or to anticipated needs of, the aircraft, including requests for relevant information relating to air navigation facilities, procedures and services along the trajectory and at any aerodrome of intended landing, and shall take such action as is necessary to expedite the conduct of all phases of the flight.

1.1.1 Mount Pleasant International Airport shall:

a) Transmit, and continue to transmit information pertinent to the safe conduct of the flight, without expecting a reply from the aircraft;
b) Monitor and plot the progress of the flight with the means that are available, and co-ordinate transfer of control with adjacent ATS units or sectors without requiring transmissions or other responses from the aircraft, unless communication with the aircraft remains normal;
c) Inform and continue to keep informed, appropriate ATS units and sectors, including those in adjacent FIRs, which may be concerned with the progress of the flight;

Note: In applying this provision, account must be taken of all the factors, which may affect the progress of the flight, including fuel endurance and the possibility of sudden changes in route and destination. The objective is to provide, as far in advance as is practicable in the circumstances, each ATSU or sector with appropriate information as to the expected or possible penetration of the aircraft into its area of responsibility.

d) Notify:

i. The operator or its designated representative;
ii. The appropriate rescue co-ordination centre in accordance with appropriate alerting procedures;
iii. The designated security authority.

Note: It is assumed that the designated security authority and/or the operator will in turn notify other parties concerned in accordance with pre-established procedures.

e) Relay appropriate messages, relating to the circumstances associated with the unlawful interference, between the aircraft and designated authorities.

1.1.2 Stanley International Airport shall:

a) Transmit, and continue to transmit information pertinent to the safe conduct of the flight, without expecting a reply from the aircraft whilst it is known to be in the Stanley ATZ;
b) Monitor and plot the progress of the flight with the means that are available, and co-ordinate transfer of control with adjacent ATS units or sectors without requiring transmissions or other responses from the aircraft, unless communication with the aircraft remains normal;
c) Inform and continue to keep informed, appropriate ATS units and sectors, including those in adjacent FIRs, which may be concerned with the progress of the flight;

Note: In applying this provision, account must be taken of all the factors, which may affect the progress of the flight, including fuel endurance and the possibility of sudden changes in route and destination. The objective is to provide, as far in advance as is practicable in the circumstances, each ATSU or sector with appropriate information as to the expected or possible penetration of the aircraft into its area of responsibility.

1.1.3 Pilot in command shall:

a) If an aircraft is subjected to unlawful interference, the pilot in command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

ENR 1.14 – AIR TRAFFIC INCIDENTS

1. AIR TRAFFIC INCIDENTS IN THE FALKLAND ISLANDS CONTROL ZONE

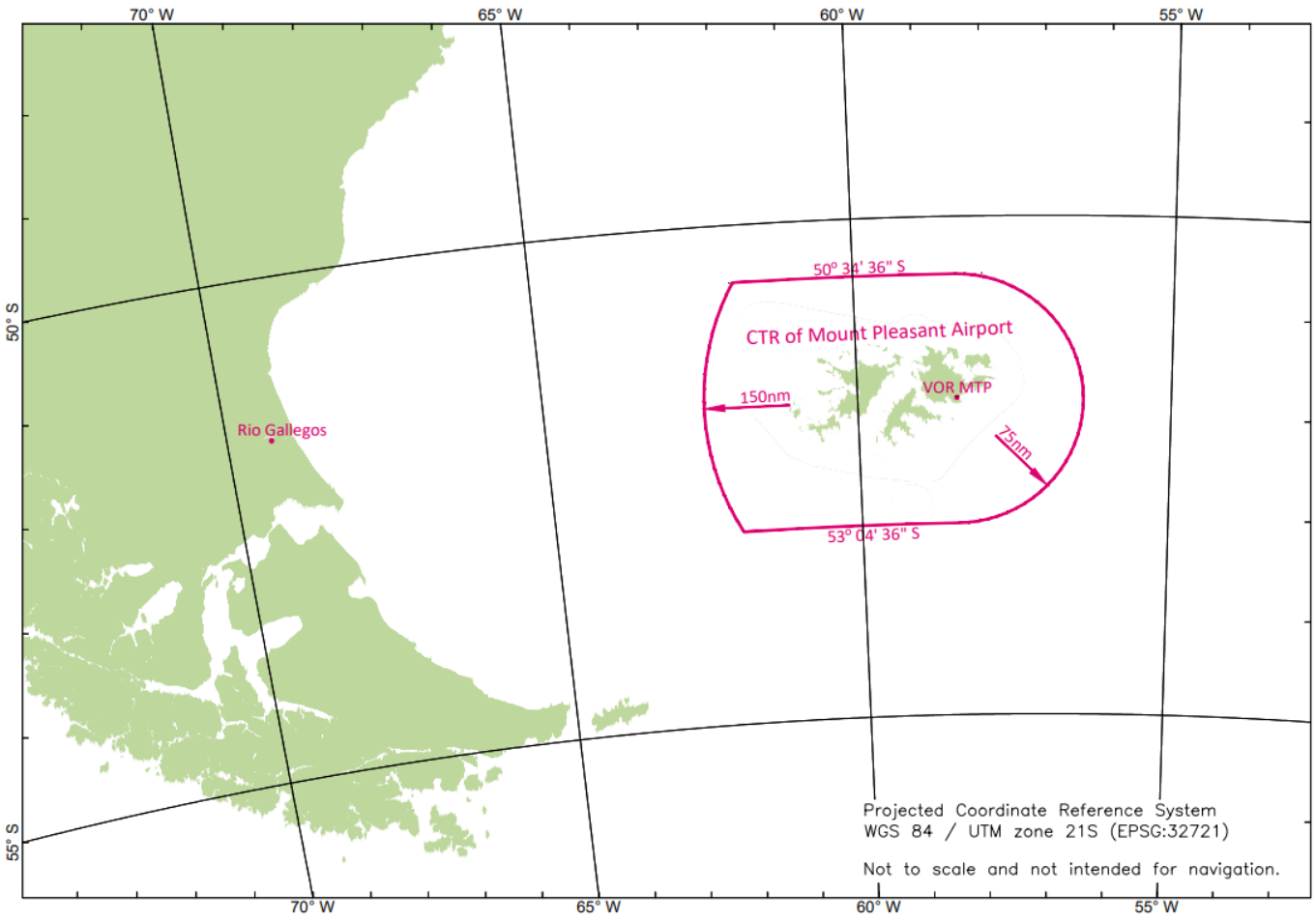
1.1 Any air traffic incident that occurs within the Falkland Islands CTR is to be reported to Falkland Islands Civil Aviation Department civilaviation@sec.gov.fk

1.2 The Occurrence Report form can be found here: Occurrence Reporting | Air Safety Support International

ENR 2 – GENERAL RULES AND PROCEDURES

ENR 2.1 – GENERAL RULES

Name **Lateral limits** **Upper limit/Lower limit** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of operating**	**Frequency /Purpose**	**Remarks**
The Falkland Islands Class D CTR covers air space within the following lines and coordinates: from 50°34'36"S — 058°25'12" w. along an arc of 75mm DME Mount Pleasant radius with centre in VOR MTP (51°49'6"S — 058°25'2" W) to the East of VOR up to 53°04'36" S, towards parallel 53° 04'36" S up to meridian 062°00'00" W along an arc of 150mn radius with centre in VOR MTP until 50°34'36" S- 061°55'00" W and along this parallel towards the East up to 50° 34' 36" S — 058° 25' 12" W. The Class D CTR covers from mean sea level up to FL 500.	Island Radar	ISLAND RADAR ENGLISH PPR ONLY	131.5 Primary 132.5 Secondary	Aircraft are to call ISLAND RADAR no later than 300nm from the Falkland Islands and continue calling until good two-way comms have been established. ISLAND RADAR will not receive or provide radar handovers. Aircrew must ensure they have the ISLAND RADAR frequency when inbound to either Mount Pleasant or Stanley and the frequencies of the next agency to free-call them when departing ISLAND RADAR's operating area.



ENR 2.2 – OTHER RELATED AIRSPACE

1. DIMENSIONS

1.1 NIL

ENR 3 – ATS ROUTES

ENR 3.1 – LOWER ATS ROUTES

1. DIMENSIONS

1.1 Information concerning ATS routes, including Area Navigation Routes serving the Falkland Islands, is contained in the AIP of Argentina. aip-664656e724be1 (anac.gov.ar)

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Upper limit Lower limit Airspace classification	Lateral Limits NM	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
UW46 ATOKI 52 43 48 S 62 13 51 W MOUNT PLEASANT VOR TACAN MTP 51 49 36 S 58 25 15 W	 064 244 150 NM 	FL 600 A FL 245 FL 250	15 (1)	↓	↑	APP/RADAR Mount Pleasant 131.5 MHz 118.5 MHz 257.3 MHz

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Upper limit Lower limit Airspace classification	Lateral Limits NM	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
UW 50 LOMIN 50 34 37 S 60 33 03 W MOUNT PLEASANT VOR TACAN MTP 51 49 36 S 58 25 15 W	 133 313 110 NM 	FL 600 A FL 245 FL 250	15 (1)	↓	↑	APP/RADAR Mount Pleasant 131.5 MHz 118.5 MHz 257.3 MHz

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Upper limit Lower limit Airspace classification	Lateral Limits NM	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
UW54 DIGIS 51 51 43S 62 28 04W MOUNT PLEASANT VOR TACAN MTP 51 49 36 S 58 25 15 W	<u>085</u> 265 150 NM	<u>FL 600 A</u> <u>FL 245</u> FL 250	15 (1)	↓	↑	APP/RADAR Mount Pleasant 131.5 MHz 118.5 MHz 257.3 MHz

ENR 3.2 – UPPER ATS ROUTES

1. DIMENSIONS

1.1 Information concerning ATS routes, including Area Navigation Routes serving the Falkland Islands, is contained in the AIP of Argentina. aip-664657387071c (anac.gov.ar)

Route designator Name of significant points Coordinates	VOR/DME IDENT BRG & DIST ELEV DME Antenna	Upper limit Lower limit Airspace classification	Lateral Limits NM	Direction of cruising levels		REMARKS
				ODD	EVEN	
1	2	3	4	5		6
UT103 OTAGI 53 04 37 S 58 17 21 W MOUNT PLEASANT VOR TACAN MTP 51 49 36 S 58 25 15 W MOSKA 50 34 37 S 58 30 39 W	350 171 75 nm 352 173 75 nm	FL 600 A D ---------- FL 245 FL 250	10	↓ ↑		APP/RADAR Mount Pleasant 131.5 MHz 118.5 MHz 257.3 MHz

ENR 3.3 – AREA NAVIGATION ROUTES

1. GENERAL

1.1 There are no area navigation routes in the Falkland Islands.

ENR 3.4 – HELICOPTER ROUTES

1. GENERAL

1.1 There are no helicopter routes serving the Falkland Island

ENR 3.5 – OTHER ROUTES

1. GENERAL

1.1 There are no other routes in the Falkland Islands.

ENR 3.6 – EN-ROUTE HOLDING

1. GENERAL

1.1 There are no en-route holds in the Falkland Islands.

ENR 4 – RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 – RADIO NAVIGATION AIDS – EN-ROUTE

Type Category	ID	Frequency (CH)	Hours of operation	Antenna Site Co-ordinates	Elevation of DME antenna	Remarks
1	2	3	4	5	6	7
TACAN	MPA	Ch 59X 112·2	H24	S514926·67 W0582724.98	230 ft	Rwy 28: DME MTP reads 0·7d at Thld. Unlocks may be experienced in the radials 25°-50° and 140°-350° and in the region of 110. Rwy 10RH: DME reads 0.8d at threshold.
DVOR	MTP	114·700	H24	S514935·04 W0582526·33	193 ft	
NDB	MP	380·000	H24	S514945·62 W0582842·95	271 ft	100nm (180nm night)
UHF/VHF		257·300 118·500	H24	S514929.50 W0582559.06	212 ft	
ILS/DME Rwy 28	I-MP	111·900 Ch 56X	H24	S514927·32 W0582635·71	221 ft	QFU 282˚. DME reads 0d at Thld
	Glidepath	331·100	H24	S514927·32 W0582635·78	241 ft	3˚ ILS Ref Datum Height 53ft
	Localiser	111·900	H24	S514859·64 W0582855·38	240 ft	LOC 282˚
WATCHMAN		2750MHz-3050MHz	H24	S514852.55 W0582746.27	263.5 ft	
RPAR		9.0GHz-9.2GHz	H24	S514921.86 W0582708.75	263.1 ft	
NDB	SA	305.00MHz	H24	S51 41 03 W57 46 38	41m amsl	Ident 'SAE' if error exists.
DME	DFO	113.30MHz	H24	Co-located with NDB	27m amsl	

Remarks:

TACAN

1. Area Aid – Azimuth unlocks may be observed between radials 052-055˚, 107-109˚, 241-259˚, 264-269˚, 273-275˚, 295-298˚ and 317-323˚.
2. TAC Rwy 05 – Azimuth unlocks may be observed between 6.5-4nm on final approach track.
3. TAC Rwy 28 – Bearing fluctuations of up to 8˚ may be observed between FAF and MAP at Approx ranges 2-2.5nm.
4. TAC to PAR Rwy 10 – large bearing fluctuations may be observed at ranges greater than 8nm.

Localiser flags may occur between 7nm and 17nm outside 20˚ left and 26˚ right of centreline below 3000ft and may occur between 17nm and 25nm outside 8˚ right of centreline below 3000ft.

ENR 4.2 – SPECIAL NAVIGATION SYSTEMS

1. GENERAL

1.1 There are no special navigation systems in the Falkland Islands.

ENR 4.3 – GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

1. GENERAL

1.1 Refer to Mount Pleasant AIP

1.2 Mount Pleasant Airport is a military aerodrome and is operated in accordance with the (UK) Military Regulatory Publications (MRP) as produced and maintained by the (UK) Military Aviation Authority (MAA). For details and data, please follow the link below.
https://www.aidu.mod.uk/aip/pdf/ad/EGYP-Mount-Pleasant-Combined.pdf

1.3 The source for this information is the UK Military AIP. Source referenced as directed by Open Government licence http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/

ENR 4.4 – NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name – Code Designator	Coordinates	ATS route or other route
LOMIN	5034.60S 06033.00W	UW50
MOSKA	5034.60S 05830.60W	UT103
OTAGI	5304.60S 05817.30W	UT103
ATOKI	5243.80S 06213.80W	UW46
DIGIS	5151.70S 06228.00W	UW54

ENR 4.5 – AERONAUTICAL GROUND LIGHTS – EN-ROUTE

1. GENERAL

1.1 There are no en-route aeronautical ground lights installed in the Falkland Islands.

ENR 5 – NAVIGATIONAL WARNINGS

ENR 5.1 – PROHIBITED, RESTRICTED AND DANGER AREAS

Identification/Name and Lateral Limits	Upper Limit Lower Limit	Operating Hours	Remarks
1	2	3	4
PROHIBITED AREA			
Information on wildlife breeding sites, together with very sensitive areas having a high risk of bird strike is published in chart form, together with appropriate instructions which much be adhered to by pilots operating about the Falkland Islands. Chart available by prior arrangement.			
RESTRICTED AREA			
ONION RANGE 513510S 0582728W 514253S 0582728W 514253S 0582834W 514247S 0582852W 514313S 0582949W 514304S 0584137W 514054S 0584133W 513945S 0584550W 513809S 0584546W 513813S 0584126W 513502S 0583659W 513510S 0582728W	11,000ft AGL GND	NOTAM	Military Range
SECOND CREEK RANGE 513735S 0592310W 514827S 0592331W 514820S 0593220W 514026S 0594314W 513831S 0594335W 513722S 0594028W 513731S 0592830W 513724S 0592722W 513733S 0592611W 513733S 0592310W 513735S 0592310W	11,000ft AGL GND	NOTAM	Military/Naval Range
VICTORIA HARBOUR RANGE (AKA ARROW RANGE) 515023S 0585642W 515442S 0585653W 515659S 0584908W 515313S 0584807W 515023S 0585642W	IAW_NOTAM	NOTAM	Military Range
ROOKERY BAY/ PHILLIPS POINT 1. 5142 S 5749 W 2. 5143 S 5750 W 3. 5142 S 5745 W 4. 5143 S 5745 W	2,000 ft AGL GND		Civilian Rifle & Pistol Range
RADCON 515010S 0582648W Radius 0.1nm	200 ft AGL GND	PERMANENT	

ENR 5.2 – MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

Identification/ Lateral Limits	Upper Limit Lower Limit	Operating Hours/ Controlling Agency	Remarks
1	2	3	4
Mount Pleasant Base Defence Zone 20 nm radius centred on 514919S 0582722W	30,000 ft AGL GND	Coordinated by MPA ATC	Routine base defence zone activation is for training purposes. Non MPA based aircraft will be issued with ATC vectors for departure and recovery.
Gemma's Gulch Landfill 1 nm centred on 515338S 0582653W	1,000 ft AGL GND	Permanent	
BFSAI Domestic Site 514908S 0582840W 514916S 0582756W 514922S 0582759W 514950S 0582621W 514958S 0582625W 515009S 0582725W 514923S 0582849W 514908S 0582840W	1,000 ft AGL GND	Permanent	
East Cove Military Port 515319S 0583017W 515317S 0582717W 515331S 0582320W 515431S 0582334W 515516S 0582616W 515501S 0583017W 515335S 0583110W 515319S 0583017W	1,000 ft AGL GND	Permanent	Any training flights must be approved by Port Ops 24hrs prior by Harbour Master.
Single Point Mooring 1.4nm radius centred on 515332S 0582825W	3,300 ft AGL GND	NOTAM	
Argentine Cemetery Radius 0.25nm 514729S 0585600W	2,000 ft AGL GND	Permanent	

ENR 5.3 – OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

Met Balloon launches will take place daily at around 2015 local. When the airfield is open, these will be cleared by ATC. During CFO operators are to confirm timings with Met Office.

ENR 5.4 – AIR NAVIGATION OBSTACLES

Only obstructions (aerials / masts) higher than 330ft AGL and not shielded by higher obstructions are listed.

	OBST ID or designation	OBST type	OBST position DMS	HGT (feet)	OBST LGT Type/Colour	Remarks
	1	2	3	4	5	6
1	Mount William	Aerial mast	S 51:42:11 W 57:57:24	479ft AGL/ 979 ft AMSL	Lit	Extremely difficult to see from all directions
2	Near Mt Alice	Aerial Mast	S 52:09:14 W 60:35:52	95ft AGL/ 1267ft AMSL	Unlit	
3	Byron Heights	Aerial Mast	S 51:25:37 W 60:33:48	54ft AGL/ 1686ft AMSL	Unlit	
4	Mt Kent	Aerial Mast	S 51:40:28 W 58:06:19	27ft AGL/ 1505ft AMSL	Unlit	

ENR 5.5 – AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1.1 There are no aerial sporting and recreational activities in the Falkland Islands.

ENR 5.6 – BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. BIRD MIGRATION

1.1 There are no significant bird migratory routes over the Falkland Islands.

1.2 Bird scaring activities are undertaken as required.

2. SENSITIVE FAUNA/ SENSITIVE AREAS

2.1 Sensitive areas with a high risk of birdstrike are not to be over flown by any aircraft below 3,000ft except where operationally necessary.

2.2 National Nature Reserves are to be avoided by 1000ft AGL vertically and 0.25nm laterally unless otherwise specified.

3. PENGUIN AND SEAL COLONIES

3.1 Areas listed as “known sensitive breeding sites of penguins or seals” are not to be over flown by any aircraft below 1000ft AGL.

4. SHEEP AND LIVESTOCK

4.1 All aircrew, and particularly helicopter aircrew, are to be aware of the locals’ concerns and are to avoid unnecessary over flight of livestock or known livestock grazing areas.

4.2 During shearing season (September-March) large flocks of sheep are gathered in preparation for shearing.

ENR 6 – EN-ROUTE CHARTS

1.1 Enroute charts are not produced by the Falkland Islands as it falls within the Comodoro Rivadavia FIR.

1.2 Publicación de Información Aeronáutica (AIP) - ANAC Argentina Follow link to **ENR** and select: **ENR 6-6 Cartas En-Ruta Carta de navegacion en ruta SUP 3.**

END.