

Aeronautical **I**nformation **P**ublication



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).

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[Home \(falklands.gov.fk\)](http://Home(falklands.gov.fk))

1. AERONAUTICAL AUTHORITY

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

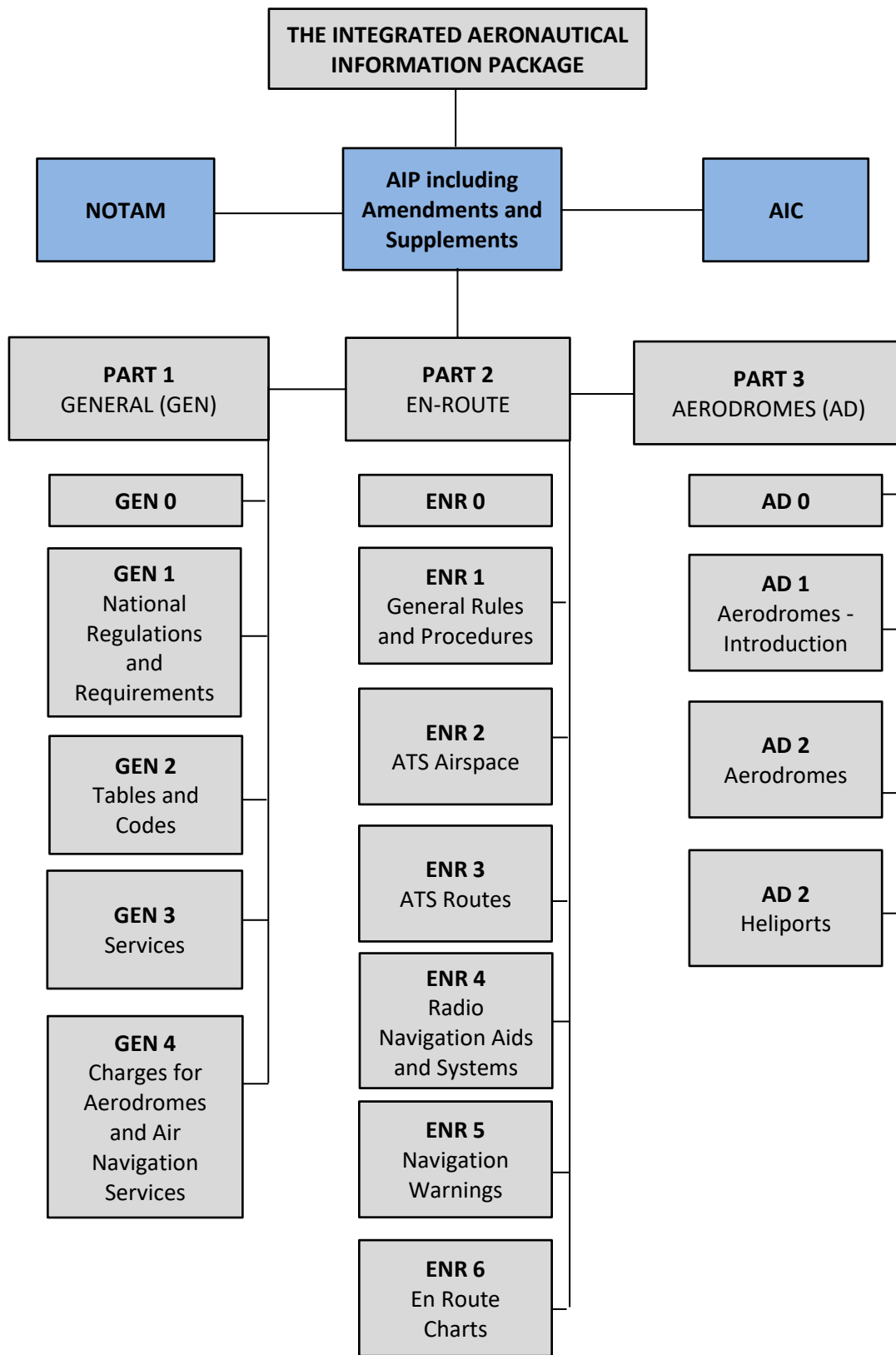
2. APPLICABLE ICAO DOCUMENTS

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.



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. |
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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.

GEN 0.6 – TABLE OF CONTENTS TO PART ONE

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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:

| | |
|--|--|
| <p>1. CIVIL AVIATION</p> <p>Postal Address: Civil Aviation Department PO Box 705 Stanley, Falkland Islands</p> <p>Telephone: (+500) 27305 Website: www.fig.gov.fk/aviation Email: civilaviation@sec.gov.fk</p> | <p>5. AIRCRAFT ACCIDENT INVESTIGATION</p> <p>Postal Address: Air Accident Investigation Branch</p> <p>Telephone: (+44) 1252 510300 Fax: (+44) 1252 376999 Website: www.aaib.gov.uk Email: enquiries@aaib.gov.uk</p> |
| <p>2. CUSTOMS & IMMIGRATION</p> <p>Postal Address: Collector of Customs 3 H Jones Road, Stanley, Falkland Islands</p> <p>Telephone: (+500) 27340 Fax: (+500) 27342 Website: Email: admin@customs.gov.fk</p> | <p>6. AGRICULTURAL QUARANTINE</p> <p>Postal Address: The Director of Agriculture Department of Agriculture Stanley, Falkland Islands</p> <p>Telephone: (+500) 27350/ 27355 Fax: (+500) 27352 Website: www.fig.gov.fk/agriculture Email: biosecurity@doa.gov.fk</p> |
| <p>3. HEALTH</p> <p>Postal Address: Chief Medical Officer King Edward VII Memorial Hospital St Marys Walk, Stanley Falkland Islands</p> <p>Telephone: (+500) 28000 Fax: (+500) 28002 Website: http://www.fig.gov.fk/health/ Email: reception@kemh.gov.fk</p> | <p>7. EN-ROUTE & AERODROME/HELIPORT CHARGES</p> <p>See GEN 4.</p> |
| <p>4. METEOROLOGY</p> <p>Postal Address: Principal Meteorological Officer Meteorological Office Mount Pleasant Airport Falkland Islands</p> <p>Telephone: +500 73557 Fax: Website: Email: bfsai-flk-905eaw-pmeto@mod.uk</p> | <p>8. DIRECTORATE OF EMERGENCY SERVICES AND ISLANDS SECURITY (Responsible for Search and Rescue & AvSec)</p> <p>Postal Address: The Director of Emergency Services Department of Emergency Services Stanley, Falkland Islands</p> <p>Telephone: (+500) 27230 www.falklands.gov.fk/safetyandsecurity Email: pa.desis@sec.gov.fk</p> |

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 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 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 entering the Falkland Islands except for the following nationalities:

Visa Exemption

| | | | | |
|-----------|----------------|------------------|-------------|----------------|
| Andorra | Czech Republic | Ireland | Netherlands | South Africa |
| Argentina | Denmark | Israel | New Zealand | Spain |
| Australia | Estonia | Italy | Norway | Sweden |
| Austria | Finland | Japan | Paraguay | Switzerland |
| Belgium | France | Korea (Republic) | Poland | United Kingdom |
| Brazil | Germany | Latvia | Portugal | Taiwan |
| Bulgaria | Greece | Liechtenstein | Romania | United States |
| Canada | Hong Kong | Lithuania | San Marino | Uruguay |
| Chile | Hungary | Luxembourg | Slovakia | Vatican City |
| Cyprus | Iceland | Malta | Slovenia | |

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

GBP32 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, 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 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 |
|---|---------------------------------|--|
| <u>Annex 1</u> | | No significant difference |
| <u>Annex 2</u> Chapter 3 3.2.3 | Standard | 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. |
| Chapter 4 4.6 | Standard | <p>Low flying prohibitions</p> <p>Rule 5.—(1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.</p> <p>(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.</p> <p>(3) The low flying prohibitions are as follows—</p> <p>(a)Engine failure</p> <p>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.</p> <p>(b)The 500 feet rule</p> <p>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.</p> <p>(c)The 1,000 feet rule</p> <p>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.</p> <p>(d)The land clear rule</p> <p>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.</p> <p>(e)Flying over open air assemblies</p> |

| Annex | Standard / Recommended Practice | Details of Difference |
|-------|---------------------------------|--|
| | | <p>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—</p> <p>(i) 1,000 feet; or</p> <p>(ii) such height as would permit the aircraft to land clear of the assembly in the event of an engine failure.</p> <p>(f) Landing and taking off near open air assemblies</p> <p>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—</p> <p>(i) at an aerodrome, in accordance with procedures notified by the Governor; or</p> <p>(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.</p> <p>Exemptions from the low flying prohibitions</p> <p>Rule 6. The exemptions from the low flying prohibitions are as follows—</p> <p>(a) Landing and taking off</p> <p>(i) An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of—</p> <p>(aa) taking off from, landing at or practising approaches to landing at; or</p> <p>(bb) checking navigational aids or procedures at, a certificated or notified aerodrome.</p> <p>(ii) An aircraft is exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.</p> <p>(b) Captive balloons and kites</p> <p>None of the low flying prohibitions apply to any captive balloon or kite.</p> <p>(c) Special VFR flight and notified routes</p> <p>(i) Subject to paragraph (ii), an aircraft is exempt from the 1,000 feet rule when—</p> <p>(aa) it is flying on a special VFR flight; or</p> <p>(bb) it is operating in accordance with the procedures notified for the route being flown.</p> <p>(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.</p> <p>(d) Balloons and helicopters over congested areas</p> <p>(i) A balloon is exempt from the 1,000 feet rule if it is landing because it is becalmed.</p> |

| Annex | Standard / Recommended Practice | Details of Difference |
|------------------|---------------------------------|--|
| | | <p>(ii) Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule.</p> <p>(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.</p> <p>(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.</p> <p>(g) Glider hill-soaring A glider is exempt from the 500 feet rule if it is hill-soaring.</p> <p>(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.</p> <p>(i) Manoeuvring 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.</p> <p>(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 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.</p> |
| Chapter 4 4.7 | Standard | <p>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.</p> <p>Quadrantal rule and semi-circular rule Rule 34.—(1) Subject to paragraphs (2) and (3), an aircraft in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude,</p> |

| Annex | Standard / Recommended Practice | Details of Difference | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-----------------------------------|---|----------------|----------------|---------------|-----------------------|------------------------|----------------------------------|-------------------------|------------------------|-------------------------|-----------------------------------|----------------|----------------|----------------|-------------|--|-------------|--|-------------|--|-------------|--|-------------|--|-------------|
| | | <p>whichever is the higher, must be flown at a level appropriate to its magnetic track, in accordance with Table 1 or Table 2, as appropriate.</p> <p>(2) For the purposes of paragraph (1), the level of flight must be measured by an altimeter set—</p> <p>(a)in the case of a flight over the Territory, to a pressure setting of 1013.2 hectopascals; or</p> <p>(b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.</p> <p>(3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies—</p> <p>(a)in conformity with instructions given by an air traffic control unit;</p> <p>(b)in accordance with notified en-route holding patterns; or</p> <p>(c)in accordance with holding procedures notified in relation to an aerodrome.</p> <p>(4) For the purposes of this rule “transition altitude” means the altitude which is notified in relation to flights over notified areas.</p> <p>Table 1</p> <p>Flights at Levels below 19,500 Feet</p> <table><tr><th>Magnetic Track</th><th>Cruising Level</th></tr><tr><td>Less than 90°</td><td>Odd thousands of feet</td></tr><tr><td>90° but less than 180°</td><td>Odd thousands of feet + 500 feet</td></tr><tr><td>180° but less than 270°</td><td>Even thousands of feet</td></tr><tr><td>270° but less than 360°</td><td>Even thousands of feet + 500 feet</td></tr></table> <p>Table 2</p> <p>Flights at Levels above 19,500 Feet</p> <table><tr><th>Magnetic Track</th><th>Cruising Level</th></tr><tr><td>Less than 180°</td><td>21,000 feet</td></tr><tr><td></td><td>23,000 feet</td></tr><tr><td></td><td>25,000 feet</td></tr><tr><td></td><td>27,000 feet</td></tr><tr><td></td><td>29,000 feet</td></tr><tr><td></td><td>31,000 feet</td></tr></table> | Magnetic Track | Cruising Level | Less than 90° | Odd thousands of feet | 90° but less than 180° | Odd thousands of feet + 500 feet | 180° but less than 270° | Even thousands of feet | 270° but less than 360° | Even thousands of feet + 500 feet | Magnetic Track | Cruising Level | Less than 180° | 21,000 feet | | 23,000 feet | | 25,000 feet | | 27,000 feet | | 29,000 feet | | 31,000 feet |
| Magnetic Track | Cruising Level | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than 90° | Odd thousands of feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90° but less than 180° | Odd thousands of feet + 500 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| 180° but less than 270° | Even thousands of feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270° but less than 360° | Even thousands of feet + 500 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| Magnetic Track | Cruising Level | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than 180° | 21,000 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 23,000 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25,000 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 27,000 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29,000 feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31,000 feet | | | | | | | | | | | | | | | | | | | | | | | | | |

| Annex | Standard / Recommended Practice | Details of Difference |
|---------------------------|---------------------------------|---|
| | | <p>33,000 feet</p> <p>35,000 feet</p> <p>37,000 feet</p> <p>39,000 feet</p> <p>41,000 feet or higher levels at intervals of 4,000 feet</p> <p>180° but less than 360°</p> <p>20,000 feet</p> <p>22,000 feet</p> <p>24,000 feet</p> <p>26,000 feet</p> <p>28,000 feet</p> <p>30,000 feet</p> <p>32,000 feet</p> <p>34,000 feet</p> <p>36,000 feet</p> <p>38,000 feet</p> <p>40,000 feet</p> <p>43,000 feet or higher levels at intervals of 4,000 feet</p> |
| <u>Chapter 5</u> 5.1.2 | Standard | See entry for Chapter 4, 4.6 |
| <u>Annex 3</u> | | No significant difference |
| <u>Annex 4</u> | | No significant difference |
| <u>Annex 5</u> | | No significant difference |
| <u>Annex 6</u> | | No significant difference |
| <u>Annex 7</u> | | No significant difference |
| <u>Annex 8</u> | | No significant difference |
| <u>Annex 10</u> | | No significant difference |
| <u>Annex 11</u> | | No significant difference |

| Annex | Standard / Recommended Practice | Details of Difference |
|------------------------|---|--|
| <u>Annex 12</u> | 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. |
| <u>Annex 13</u> | | No significant difference |
| <u>Annex 14</u> | | No significant difference |
| <u>Annex 15</u> | | No significant difference |
| <u>Annex 16</u> | | No significant difference |
| <u>Annex 18</u> | | No significant difference |
| <u>Annex 19</u> | | 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 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 | 2025 | 2026 |
|---------------------------------|-----------------------|-----------------------|
| New Year's Day | Wednesday 01 January | Thursday 01 January |
| Good Friday | Friday 18 April | Friday 03 April |
| Liberation Day | Monday 16 June | Monday 15 June |
| Peat Cutting Monday | Monday 06 October | Monday 05 October |
| HM The King's Birthday | Friday 14 November | Monday 16 November |
| Battle Day | Monday 08 December | Tuesday 08 December |
| Christmas Day | Thursday 25 December | Friday 25 December |
| Boxing Day | Friday 26 December | Monday 28 December |
| Christmas Holiday | Monday 29 December | Tuesday 29 December |
| Government Holiday ¹ | Tuesday 30 December | Wednesday 30 December |
| Government Holiday ¹ | Wednesday 31 December | Thursday 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 |

GEN Falkland Islands AIP

| | |
|------|------------------------------|
| 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 |
| QNE | |
| 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 |
| STA* | IATA 3-Letter code for Stanley Airport |
| STAR | Standard Instrument Arrival |
| STD | Standard |
| SUP | Supplement |
| SYNOP* | Surface Synoptic Observation |

T

| | |
|---|-------------|
| T | Temperature |
|---|-------------|

GEN Falkland Islands AIP

| | |
|------|-----------------------------|
| 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 EGY 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 EGYPT, 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: jrics@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

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 EGYF, 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 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. Contact details as in 3.3.1.

2. AREA OF RESPONSIBILITY

The MoD provides services to support all operations at Mt Pleasant EGYF 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 EGYF:

- 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 EGYD.
- 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: EGYD

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 EGY, 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 EGYF 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: £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 £1.16per 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 32.00 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 | £140 ¹ |
| Modified Permit | £70 ² |
| Foreign Carrier Permit MTOM > 5,700kg Per Trip | £352 ³ |
| Modified Permit | £176 ⁴ |
| Air Navigation Charges (private flight letter) MTOM < 5,700kg Per trip | £70 ⁵ |
| Modified ANC | £35 ⁶ |
| Air Navigation Charges (private flight letter) MTOM > 5,700kg Per trip | £176 ⁷ |
| Modified ANC | £88 ⁸ |
| Air Navigation Charges Overflight CTR MTOM < 5,700kg Per Overflight | £35 ⁹ |
| Modified: Same as new one | |
| Air Navigation Charges Overflight CTR MTOM > 5,700kg Per Overflight | £80 ¹⁰ |
| Modified: Same as new one | |

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.