

CONFIDENTIAL

TRN/AVI/5#7

604

The
VIS

PT. B

Pocket
File

made in England

PERMANENT AIR FIELD
AT CAPE PEMBROKE

[REDACTED]

[REDACTED]

[REDACTED]



Waterlow and Sons Limited
London Dunstable Hyde
Head office: Waterlow House
Worship Street London EC2

CONFIDENTIAL

PRIORITY

CONFIDENTIAL 201730Z

Addressed to Governor Falkland Islands, telno 76 of 20 April, and to priority Buenos Aires.

My telno 73: Rendell Palmer and Tritton.

1. Following documents have been sent to you by bag:

- (i) main feasibility study;
- (ii) supplementary report to above;
- (iii) letter of 17 April from RPT to Blair-Fey(?) of ODA confirming that
* airport recommended in feasibility study provides for operation if necessary
between Stanley and Punta Arenas and Stanley and Montevideo.

2. You will see main feasibility study (paragraph 2 point 2) refers only to proposed operations between Falkland Islands and Argentine mainland. We had, however, made it clear in their terms of reference that it would be necessary to provide for flights to Punta Arenas and Montevideo should this be necessary. Letter referred to in (iii) above is to cover this point. You will no doubt make this clear to Executive Council.

3. Main recommendation is for runway of 4,100 feet on site recommended by Wainwright at Cape Pembroke but moved slightly to north and east. There are also recommendations as to airport buildings, water and power supplies, sewerage, access roads, fencing and navigational aids.

4. On first reading by HMG's departments concerned, feeling was that estimate of total cost of £1,784 million may be unnecessarily high and that it should be possible to construct e.g. airfield on scale proposed for rather less money. In particular we shall be grateful in due course for your advice on the following aspects of local cost:-

- (a) buildings: with a view to local building cost per square foot;
- (b) water supply: please advise cost per foot run of 2" asbestos cement pipeline laid;
- (c) power lines: can you estimate cost of 3.3 kilo(?) volts overhead line from Stanley power station to airport?
- (d) sewerage: cost of septic tank system at ...SED...;
- (e) access road: estimate in supplementary report preferable;
- (f) fencing: please advise cost of 5(?) wire posts and wire fencing: could area be fenced off at Canache?

5. We propose, if you have no objection, that HM Embassy should hand a copy of feasibility studies (but not of letters as in paragraph 1(iii)) to Argentine Government as early as convenient after your initial discussion in Executive Council. Grateful if you inform Embassy when this can be done.

6. Application for assistance for airfield construction from British Aid funds sent with Jones's letter of 22 July 1971 was based on more modest scheme for light aircraft only envisaged in Wainwright's report. You will no doubt wish in due course to submit revised application based on RPT's studies. We recognise that an estimate of total cost will depend on your reply to paragraph 4 above.

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2

PRIORITY

CONFIDENTIAL

261620Z

Addressed to FCO telno 140 of 26 April, repeated to Buenos Aires.

YOUR TELNO, 76: RENDEL, PALMER, ^{A. N. D.} TRITTON,

1. Only main feasibility report received yesterday's unclassified bag and copies are being studied by members of Executive Council and by technical staff. I should be able to give my advice on queries raised in paragraph 4 of telegram under reference at an early date but before replying it would be helpful to know if supplementary report has any bearing on these questions.
2. You will appreciate that estimates given by consultants take into account advice already tendered by my limited technical staff.

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3

PRIORITY

RESTRICTED 27 Z

Addressed to Governor Falkland Islands telno 84 of 27 April,
repeated to Buenos Aires.

Your telno 140. RENDEL PALMER TRITTON

1. Supplementary report and RPT letter sent in bag to Buenos Aires on 21 April.
2. Our telegram 76 paragraph 4 items D E refer to sewage costs reduced to £10,000 owing to smaller size of buildings and to less elaborate access road proposed in supplementary report. Other items refer to main feasibility study.

ROUTINE

CONFIDENTIAL 281335Z

Addressed to Buenos Aires telno 121 of 28 April repeated to FCO

RENDEL PALMER AND TRITTON

FCO telno 76 paragraph 5.

1. I have no objection to copies of feasibility studies being handed to Argentine Government at your convenience.

In particular we shall be grateful in due course for your advice on the following aspects of local cost:-

- (a) buildings: with a view to local building cost per square foot;
- (b) water supply: please advise cost per foot run of 2" asbestos cement pipeline laid;
- (c) power lines: can you estimate cost of 3.3 ~~kilowatts~~ volts overhead line from Stanley power station to airport?
- (d) sewerage: cost of septic tank system at ...SED...;
- (e) access road: estimate in supplementary report preferable;
- (f) fencing: please advise cost of 5(?) wire posts and wire fencing; could area be fenced off at Canache?

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6

POWER & ELECTRICAL DEPARTMENT,
STANLEY,
FALKLAND ISLANDS.

29th April 1972.

Your Excellency, Projected Main Airport.

Mr Royans passed on to me RPTs.
Feasibility Study on the above subject together with
your request for costing the 3.3 Kv. power line to
the Airport.

2. I had previously submitted a memorandum to Lt. Col. Wheatley on the tentative costs, these I copied to the Colonial Secretary for his information and file. They were £12,500. I note from the Report that a different route is proposed to that I had originally planned which would increase my original estimate to £18,000. I cannot reconcile my figure with that of RPTs as shown in their table 5. page 26. of £50,000. However it must be remembered that RPT. will have firm prices of materials that I lack. I assume the capital charge of power supply would be against the capital project and not against this Undertaking i.e. FIG.

3. My costing above assumes a smaller basic span in order to accommodate the 30 pair telephone catenary but does not include the cost of the catenary or the cable it supports.

4. It may well be I have misinterpreted your request for local costs, these will be nil if the works listed at Table 5. Preliminary Cost Estimates. are all chargeable to the project. The connection only would be a local commitment and this would be part of our recurrent expenditure and quite minor.


SPED.

Local Building Costs: (a) Reinforced concrete framed structure-with non-load bearing walls would be new to the Falklands, and progress could expect to be very slow, also costly even with constant top supervision. It may be advisable to note that pre-cast Dorran type dwellings, erected in Stanley (much less complicated than most) cost over £7 per sq.ft. about seven years ago, increased costs of today would bring it to £8 p.s.f. but, that is excessive. Ordinary buildings work out approximately £5 per sq. ft. To say £6 p.s.f. would be a reasonable estimate.

Water Supply: (b) Asbestos cement pipeline; Records do not appear to show anything of this type ever being used here, possibly because of the nature of the soil. I cannot find a catalogue advertising it. But, 3" cast iron cement lined = £1 per foot laid excluding valves pumps etc. 2" Polythene high density = 75p per foot run laid also excluding valves etc.

Sewage: (c) Based on 30 persons. Septic tank capacity amounting to 360 cubic feet or 2,250 gallons. Normal code of practice, with an effluent disposal area of 20 cubic yds. Cost tank only = £400. Because of the shallow water table, the tank would need to be waterproofed, and disposal of effluent piped to the nearest irrigation or drainage ditch.

Access Road: (d) The report does not specify the actual surface dressing but I assume it means, cement soil stabilised material, or Macadam, the cost being £12 per yard advance, almost four yards wide. The earthworks must involve the section from Hookers Point to the airstrip, the two sections for re-alignment on virgin ground, stone fill, grading, drainage, and culverts etc. working out over the whole at £7.50. Total of road £19.50 say £20 or £5 per sq. yd.

The supplementary report: 5720 yards @ £1.50 per yard advance = £8580. 1320 yards advance virgin territory @ £3 per yard advance = £3960. 40 Culverts @ £60 = £2,400.

Total 14,940 - say £15,000. This would cover filling in the worst of depressions, potholes, and a fine material surface, compacted. A little over £2 per yd. advance for a 3 yard wide track or 67p per sq.yd.

Local cost for similar work approx. £1 per sq. yd.

Local cost for cemented stabilised road £2 to £3 per sq. yd.

Local cost for reinforced concrete £5 to £6 per sq. yd.

Fence: (f) Phase one, fence single strip. 4,700 yards run, standards, and double gates inclusive. Four feet high five strand wire. ~~Materials~~ £2,600 including freight = ~~2600~~.

Local Labour	£1,000.
Materials	<u>£2,600.</u>
Total:	<u>£3,600.</u>

Six feet high Plasmesh.

Materials	£6,000.
Labour	<u>£1,200.</u>
Total:	<u>£7,200.</u>

The area could be fenced off; it would mean crossing the existing track generally used to Cape Pembroke Lighthouse but only for a short distance, a new track south of the proposed fence would not create much difficulty.

Th. Lyons
29.4.72

8


Colonial Secretary

RENDEL PALMER AND TRITTON REPORT

1. As you will be aware, London has queried some of the costings appearing in the Rendel Palmer & Tritton report. One of the items queried is the figure of £11,000 for fencing and the SPW has given me some figures on this. However, London has raised the obvious point about cutting off the whole area by having a fence from the sea across to the head of the Canache and on the face of it this makes sense.
2. However, if we do this it will mean that all animals at present grazing in the Cape Pembroke area will have to be moved out so that there is no danger of them straying on to the airfield. I would be grateful for your advice and that of Mr Luxton and Mr Bennett as to the legal rights that anybody has for grazing cattle on this land. In addition to the legal rights, are there any insuperable problems involved in declaring the whole of this area banned to livestock?


EGL

2 May 1972

RSC
O/K Agre ^{earliest} may I have your observations pl?  3.5.72

- Col. Sec.,
- The whole of Cape Pembroke peninsular is Crown Land and is not common land therefore it does not carry ad never has carried a general right of grazing upon it.
2. The animals at present grazing on the area, Agric Dept. horses and a various number of cattle owned by Sighthoune keepers, are there with the permission of Government.
 3. I foresee no problems involved in declaring the whole area banned to livestock, except finding alternative grazing for the Agric horses.
 4. I would suggest that 'horse riders' be permitted to enter the area.

H.B.
4.V.72.

8.12/5/72

89

ROSS HOUSE

PORT STANLEY

FALKLAND ISLANDS

His Excellency
The Governor.

4th May, 1972.

Government House.

Airfield Report & Plans.

Dear Mr Lewis,

I have fully read this Report and you did ask me to comment upon the fencing quoted by the surveyors at £11,000.

You also asked my views upon shortening the proposed fencing by cutting the whole Peninsula off at the narrow neck at the Canache.

I am afraid Ex.Co. would have the town about its ears if we put the proposed fence at the Canache neck; a fence here to protect the airfield would exclude any livestock from wintering in the Peninsula, and from using it part of the summer which is done to benefit both Peninsula and Common.

Dairy cows would then have to live all the year round on the Common which would get no spelling and they would not be able to survive nor would the private horses that live on the Common all the year round.

I am somewhat astonished at the figure of £11,000 for what amounts to approximately $3\frac{1}{2}$ miles in all of fencing. This puts the cost of this fence at about £3,000 per mile.

Fencing in the Falklands is currently erected at a total cost of £300 per mile or perhaps now £325. In other words I could put a fence round the airfield perimeter, which would keep cattle out, for about £1,000. If H.M.G. would offer me £11,000 to put my fence up I should be delighted.

I am of course well aware that the fence HMG have in mind will be more-or-less manproof as far as penetration goes, but no such elaborate fence, unless electrified will keep a local out who possesses a pair of wire cutters - and most Falkland Islanders including myself have these ! Even an electrified fence would not daunt many of us as cutters are generally insulated.

For that reason I cannot honestly recommend that any especial fence should be erected; a Falkland Islands stockproof fence is all that I can see to be required.

The buildings seem rather ambitious totalling about £20,000, also sewage disposal at £12,000. Most farms use septic pits which would cost I would suppose in Stanley about £250 to erect. The one that serves my house at Roy Cove was put up about 30 years ago and has never had to have the inspection plate removed as yet !

Yours Sincerely
Lydney Muelin

10

29/5/51

IMMEDIATE

RESTRICTED 051145Z

Telno 93 of 5 May from FCO

1. Mr B Conlan has asked Secretary of State following question for written answer on 10 May:

"When he expects to announce a decision on report of consultant engineer on siting of permanent landing strip in the Falkland Islands; and if he will publish the report."

2. We propose to reply "The consultant engineer's report on airfield in the Falkland Islands is under study and I am not yet able to announce a decision on it. Publication of the report is a matter for the Governor".

3. Grateful for your comments by 0900 hours GMT on 9 May.

11
IMMEDIATE

RESTRICTED , 081410Z , DESKBY , 090900Z

Addressed to FCO telno 54 of 8 May 1972.

Your telno 93: PQ

1. Proposed reply appears a little bleak and I hope we can be more forthcoming to a Member who is taking a continuing interest in the Islands and trying to be helpful.
2. , The report was commissioned by the ODA and addressed to them but if the decision rests with me I would be prepared to release for publication at the beginning of next month with the proviso that we have reservations on the cost estimates.
3. , Presentationally here it would help if the reply could indicate that the report is under study and that when the Governor's comments are received an early decision will be taken on it.

C.S.

Technically RSC is correct regarding the legal status of Cape Pembroke Peninsular but for the past 25 years it has been used in conjunction with Stanley Common for the grazing of animals other than those mentioned in RSC's minute, namely 100 - 150 'dry' dairy cows and calves. The Stanley Dairies could not operate without this valuable grazing area and in my opinion its retention is essential.

A stock proof fence would appear to be all that is necessary around the actual run ways. At current fencing prices this would cost about £2000, compared with the estimate of £11,000 ;

JP. 8/1/72

Y.G. 10.11.11 May
Submitter's file.

I am sure this is a Subject^{on} which our farming members will wish to comment. It does seem that the area has a true value for the grazing of the dairy herds & we wd. be hard put to find an alternative.

J.G. 72

X. E. 13
Note: All estimates to nearest £100. These rates do not include, insurances, Surveyors, Engineers, Specialists, foremen etc.

Airfield Earthworks:

The width of the strip being 500 feet - length 4,100 feet.
Total area involved = 227,777 sq. yds.

From bore hole 108 to 125 (Sheets 1 and 2 Geometrical Profile) it can be assumed an average of one yard thickness, this may include removal, backfill, and grading to level 21m. (Site survey drawing 15) 227,777 sq. yds. are now cubic yards of earthworks involved.

R.P.T. Estimate: £456,000 or £2.00 per cube yard.

Example: London Measured rates per cubic yard. 1971 prices, annual increase = 7% p.a.

Bulk Excavation: 71p
Transporting Fill: 51p
Grading & Compacting: 51p = Total 1.73 per cubic yard.

Comparison: R.P.T. £456,000 U.K. General. £394,055 approx.
diff. £62,000

The recommendation is to include the cross-strip earthworks, in which case, it would be on par to U.K. There can be no local comparison, with this type of work, never having the plant, suitable machinery or operators. If I were requested to estimate for this, I would do so on the U.K. measured rates, all plant and experts would need to be imported.

Airfield Paving:

The runway being 4,100 feet long x 150 feet wide x 6" thick = 11,385 Cubic yards.

The strips 4,100 feet long. 175' x 2 wide = 159,444 sq. yds. (costs under earthworks)

Runway:

Total 12½ ins. thickness. ¾" of asphalt, the base and sub-base thickness are not specified. I have assumed it to be 6" crushed stone base 6" stabilised sub-base, having possibly a 5-15% cement content.

Local Costs:

Stabilised six inch thick base cement	=	£10,000
Sand/Aggregate		£30,000
Labour		£10,000
Plant, Fuel, Misc.		£10,000 (If were available locally)
Asphalt - No local prices.	U.K.	£50,000
Six inch crushed stone base.		£30,000
Plant, labour, fuel, miscellaneous		£20,000 (If were available locally)
Total:		£160,000 =====

R.P.T. Estimate: = £172,000

Road Earthworks + Paving.

Local price, with slow unreliable basic plant.

Re-aligned road one mile = £1,760 yards advance @ £10 p.y. = £17,500 (New road as proposed)

(Camp Track type) Re-surface. 5,300 yards advance @ £5 = £26,500

Drainage & Culverts. £ 5,000

Asphalt & £2 per sq. yd. (U.K.) £56,000

Total: £105,000
=====

Drainage:

Actual method of construction is not specified, it maybe that the inner drains comprise of concrete porous pipes, and the outer drains off a reinforced concrete channels.

Outer.....

Outer drains with outfall to sea 4.500 yards.

Per yard run. Excavation @ £2	=	£9.000
1.500 cubic yards concrete @ £8		12.000

Inner drains 3.500 yards.

Excavation return and backfill 3.500 yards run @ £2	=	7.000
Per yard run. Pipework at £1	=	3.000
Transport & Plant	=	5.000
Freight on materials	=	5.000
Total:		£41.000
		=====

R.P.T.	=	£53.000 (all in)
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Fencing and Gates:

Would recommend the cost of a five wire fence be accepted from a farmer. Government do not normally purchase that type of fence. It is usually obtained by the farmers in bulk quantities. I obtained the following figures from Mr. S. Miller: £300 per mile, which, averages a little under 17p per yard run including labour. The airfield perimeter fence is 6.000 yards run = £1.020 say another £480 to cover all other items, extra labour costs, gates, perhaps single barbed wire strand on the top of the fence, £1.500. Personally, I find it almost unbelievably cheap, but even if the cost was doubled it is still cheap by comparison. For example a standard type 6' security fence as attached pamphlet (personnel and hare proof) 6000 yards run Mesh £6.000 £1.800 corners, strainers, intermediate standards £2.500 gates £100, sundries such as concrete, freight, fixtures etc., £1,500.

Labour	£3.000
Materials	£10.000

Similar mesh fence from Canche to Surf Bay 250 yards = Labour £300 Materials £600 = £900. In five wire as mentioned above £42.50 say £50 with gates, but prefer to say £100 if materials and labour are available on the same terms as that done on £300 per mile.

The big drawback on the Canache to Surf Bay fence would be the 100 yards of fence required to be built, of a special nature, which runs across the beach, which would be pounded by sea and kelp. For this purpose the cost would be equal to that of the remainder of the fence. 250 yards £100 + £100 say £200

Water Supply and Distribution:

7.000 yards of 2" Polythene 'High Density' Tube	£7.000
Valves, fittings, sundries	£3.000
Local Labour	£2.000
Tank	£1.000
Plumbing requirements to terminal buildings	£1.500
Local Labour by contract	£4.000
Freight	£1.000
Contingencies	500
	£20.000
	=====

Booster pump with pump house may be desirable (in which case add £1.000)

Terminal Building:

Local average cost = £6 per sq. foot	£6 x 3.000	= £18.000
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Operations Building:

Local average cost = £6 per sq. foot	£6 x 2.170	= £13.000
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Sub-Station:

Local average cost = £6 per sq. foot	£6 x 832	= £ 5.000
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Sewage Disposal:

The only reference found in the report was £12.000. Two methods of disposal in this case are, outfall and septic. Because of the figures £12.000 I assume outfall would be the proposal. Two ways to take disposal pipework are, direct west from the terminal to Whalebone Cove, the distance of 1,540 yards, 1.399 metres, or to the south from the terminal towards the N.E. of Surf Bay, 660 yards, 603.51 metres.

According.....

According to Airport drawing 'Layout' No. 3, the outfall shows to the south of the main strip. I am suggesting, that, as there is provision for a culvert below the future cross strip to take the main drainage, similarly a provision could also be made whereby at a point due east of the terminal and where the outfall is going south, at that point of contact. I cannot see any adverse reason why the pipework should not be one non porous and capable of conveying both storm and foul water, it being correctly trapped and vented. It would be a considerable saving, and the amount of land drainage water I would anticipate passing through, could only serve as an added advantage. 428 yards, 400 metres of pipework needed. 6" pitch fibre on, and fenced in concrete, would suffice.

Excavation:

430 yards run, depth average four feet @ £3 =	£1.290	includes backfill.
Concrete bed, surround, launching etc., =		
17 cubic yards @ £9 =	£ 153	
Pipework. 128 lengths 6" pitch fibre laid @ £5 =	£ 640	
Manholes and inspection chambers. 6 required @ £50 =	£ 300	
Labour and materials	£2383	
Freight, contingencies	617	
	<u>£3,000</u>	

Because of the high water table a septic system would need to be an elaborate provision, the tank would need to be water proof, and the pipework from the clinker filter outlet would have to continue to a point of flow, the nearest watercourse, being, the main airfield southside drainage, approx. 150 yards from the terminal.

Excavation:

150 yards run @ £3	= £450.
<u>Concrete:</u>	
6 cubic yards @ £9	= 54
<u>Pipework:</u>	
45 lengths laid @ £5	= 220
<u>Manholes:</u>	
4 required @ £50	= 200
<u>Sceptic Tank:</u>	= <u>£500</u>
Labour & Material	= £1424
Freight & Contingencies	<u>576</u>
	<u>£2000</u>

Sceptic tanks unless receiving correct attention at several month intervals, (they need sludging out) Unless there is a double drainage system for both sewage, and foul water, (the latter includes storm water) it means at least, separate pipework up to the septic tank and a bypass put in. Sceptic tanks are very troublesome, unless, they are for sewage alone, and are regularly attended to. Unless there is no alternative septic tanks are considered obsolete. Recurrent costs are inevitable.

Sh. Lyons.
11. 5. 72

14
ROUTINE

CONFIDENTIAL

191330Z

Addressed to FCO telno 164 of ~~18~~¹⁹ May 1972, repeated to Buenos Aires.

RENDEL PALMER & TRITTON: YOUR TELNO 76.

1. The report was discussed at meeting of Executive Council on 17 May and the general feeling was that the report was basically a sound one even if some of the cost estimates appeared a little high. The Council expressed the hope that there would be little delay in proceeding to the next stage of detailed drawings and the preparation of tender documents.
2. I will be telegraphing separately about the queries raised in paragraph 4 of your telegram under reference.
3. I discussed the implications of the report with Vice Comodoro Degan Lob who is supervising the planning of the temporary airfield as he is interested in the time scale which could affect the design of the temporary field. I told him that he had better work on the basis of the temporary field being required for at least 3 years.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed In at	Date
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To

STAT PRIORITY PROGRAMS LONDON SW1

a/c H.O.

Telno 165 of 19 May repeated for information to Buenos Aires.

RENDIL PALMER & TRITTON: YOUR TELNO 76 AND MY TELNO 164.

1. The following are the answers to your queries in paragraph 4.
 - (a) Buildings. No experience here of this type of building but local cost would run out at about £6 (six pounds) per square foot.
 - (b) Water supply. Asbestos cement lined pipes have not been used here possibly because of the nature of the soil. Three inch cast iron cement lined would cost £1 (one pound) per foot laid excluding valves etc. The inch polythene high density tube 75p (seventy five pence) per foot laid.
 - (c) Power lines. Even allowing for a good margin our engineer considers £30,000 (thirty thousand pounds) would probably cover cost.
 - (d) Sewerage. Without more details difficult to know whether consultants are considering outfall or septic but in either case figure appears high. There are problems with the high water level and the peat soil but even so our estimate would be £3,000 (three thousand pounds).
 - (e) Access Road. The figure in the supplementary report appears very high for what it is proposed to do. In any case it could be false economy to skimp on this aspect of the work as maintenance costs in the future would be high. Our estimate for the road proposed in the main survey

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed In at	Date
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To

is £120,000 (one hundred and twenty thousand pounds).

- (f) Fencing. Although a fence across Canache has its attractions it would deny the use of this grazing area to the Stanley dairy herds. Additionally the fence would have to cross the beach at Surf Bay and would be liable to be pounded¹⁰³ by tremendous seas laden with kelp. However presumably all we are trying to do is to keep livestock off the field and a good five-wire fence in common use here by the farmers could be laid for £4,000 (four thousand pounds) and this allows for a substantial margin.

2. See MIFT.
3. FCO please pass to Buenos Aires.

LEWIS

Time

16
ROUTINE

CONFIDENTIAL 19 20 20 Z

Addressed to FCO telno 166 of 19 May repeated to Buenos Aires.

RENDEL PALMER & TRITTON: See MIPT.

1. I suggest that Rendel Palmer & Tritton are asked to explain in more detail how they arrived at these figures. I realise that they have more up-to-date knowledge of United Kingdom prices than we have and that the local costs as estimated by us could be distorted. In addition most of the work just simply could not be done here using local resources and this means extra costs of importing expensive plant and machinery.
2. I would be grateful if you would let me have the results of your talks with RPT so that I can prepare the necessary application for United Kingdom Aid.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15142—821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
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To

ETAT PRIORITE PRODRONE LONDON SW1

Telno 170 of 25 May 1972.

Your telno 93: PQ

1. I would be grateful if you could let me have by telegram text of reply.

LEWIS

Time

ZNN

8.2 / 30 May

MTT
ZCZC ATS499 LH2565 FCW009
FKLX BY GBLH 082
S LONDONLH 82/81 30 1539 BG

ETATPRIORITE

GOVERNOR

FALKLANDISLANDS

FM FC0 301045Z UNCLASSIFIED TO GOVERNOR FALKLAND ISLANDS
KTELNO 107 OF 30 MAY 1972 YOUR TELNO 170 PQ TEXT OF
REPLY IS AS FOLLOWS BEGINS THE CONSULTANT ENGINEERS
REPORT ON THE AIRFIELD IN THE FALKLAND ISLANDS
IS UNDER STUDY I HAVE ASKED THE GOVERNOR FOR HIS VIEWS

COL 301045Z 107 30 1972 170 PQ

LH2565 FCW009 ETATPRIORITE GOV PAGE2/31

AND HOPE TO ANNOUNCE A DECISION BEFORE LONG PUBLICATION OF THE
REPORT IS A MATTER FOR THE GOVERNOR ENDS 2 COPY OF HANSARD
SENT WITH OUR LETTER OF 12 MAY

DOUGLASHOME

CTL 2 12

ROUTINE

CONFIDENTIAL

311955Z

Addressed to FCO telno 177 of 31 May repeated to Buenos Aires

RENDEL PALMER AND TRITTON: My telno 164.

1. Some Members of Executive Council (reflecting views held by people in the town) are expressing concern that if, as anticipated, the Argentines put in an excellent temporary strip an excuse will be found for not proceeding with the main field.
2. I have deployed all the obvious arguments but some Members are difficult to convince.

ROUTINE

RESTRICTED 021700Z

From FCO telno 108 of 2 ^{June}~~May~~.

Your telnos 166 and 177: PERMANENT AIRFIELD

1. We have discussed ...s with RPT. By combining runway estimates in report with reduced (?) estimates for other items in supplementary report, and taking into consideration information in your telno 165, cost of construction is estimated to be £1,500,000 to which must be added design and supervision fees of £115,000 making total £1,615,000.

2. You will now wish to submit revised application for aid funds. Following suggestions for amending your previous application may be of assistance to you. References are to paragraphs of enclosure to Jones' letter 2408 of 22 July 1971:

- Paragraph 4(a) Yes
- 4(b) FIG
- 5 RPT report
- 7(a) Construction £1.5 million, design and supervision £115,000
total £1,615,000
- 7(b) £1,615,000
- 7(c) 1972-73 £50,000
1973-74 £700,000
1974-75 £800,000
1975-76 £65,000
- 8 Mid 1973
- 10 Building plans as per RPT supplementary report
- 11(a) and (b) Yes

3. Grateful you revise application as soon as possible to enable us to submit for allocation of funds. It is our aim to obtain formal approval before next round of Anglo-Argentine talks which means that our project appraisal should be submitted not later than end of August, time therefore presses. We trust foregoing sets at rest any local doubts about our intention to proceed with provision of permanent airfield.

ROUTINE

RESTRICTED

1615 Z
06~~11~~~~12~~

Addressed to FCO telno 179 of 6 June

Permanent Air Field: Your telno 108

1. This is most helpful and I will submit revised application to catch the bag leaving here on 13 June.

UNCLASSIFIED

10 June 1972

G F Kinnear Esq OBE
Atlantic & Indian Ocean Department
FCO, London SW1

PERMANENT AIRFIELD AT CAPE PEMBROKE

1. With reference to our telegraphic exchanges resting with your telegram no 108 of 2 June and my reply no 179 of 6 June, I enclose in quadruplicate an application for the British Aid required, namely £1,615,000.

E G LEWIS

ENCLOS

cc: R W Whitney, Esq, Buenos Aires.

FORM FOR PROJECT APPLICATION

Administering Authority: Government of the Falkland Islands

1. Name of Project: Cape Pembroke Air Field, associated access roads and navigational aids.
-
2. Location of project and reasons for its choice: Cape Pembroke, Port Stanley. Messrs Wainwright and Botham, Board of Trade, carried out a feasibility study of constructing an airfield convenient to Stanley and came down in favour of Cape Pembroke. This choice was confirmed by Colonel Wheatley of the Royal Engineers when he looked at all the possible alternative sites in 1971. Further confirmation came when Messrs Rendel, Palmer & Tritton, Consulting Engineers, carried out a detailed study in 1971/72.
-
3. Is the project included in the approved Development Plan and, if so, where? Yes. Next in priority after the Stanley Power Station, work on which has already started.
-
4. (a) Will the project be put out to tender? Yes.
-
- (b) Name of Agency responsible for construction and operation: Falkland Islands Government.
-
5. Professional advice on which the project is based: Feasibility study by Messrs Rendel, Palmer & Tritton, Consulting Engineers.
-
6. What are the benefits to be derived from the project?
- (a) Economic: Changing the Colony's transport communications pattern and providing for passengers, mail and freight to be moved by air to the most convenient terminal on the mainland of Latin America as advised by Messrs Peat Marwick & Mitchell in their transportation study of the Falkland Islands.
-
- (b) Political: Assisting to break down the barriers that have prevented up to date a link with the Islands' largest continental neighbour.
-
- (c) Social: Reduction of isolation of an island community by so speeding up transport communications as to place London within 36 hours travel time of Stanley.
-
7. (a) Total cost of the project (broken down into main items of expenditure): Construction: £1,500,000.
Design and supervision: £115,000.
Total: £1,615,000.
-
- (b) Amount of British Aid required: £1,615,000
-

7. (c) In what United Kingdom financial year is British Aid required and how much each year?

1972/73: £50,000	1973/74: £700,000
1974/75: £800,000	1975/76: £65,000

8. When is the work expected to begin? Mid-1973.

9. How will the operating costs be financed when the project is completed? Following the round of communications talks in Buenos Aires in July 1971 and subsequent exchanges, the airfield is expected to be operated by the Falkland Islands Government, financed from its recurrent budget, and the external service to be provided by the Argentine Government through its development airline IADE.

10. If the project includes buildings or civil engineering work plans should be forwarded with this application in a form sufficient for an adequate examination in ODA. Building plans as per the Rendel, Palmer & Tritton Supplementary Report.

11. Will Consultants be used

(a) in the design stage: Yes.

(b) to supervise construction or, if not, how will construction be supervised: Yes.

12. Are services available?

(a) Water: Not available on site.

(b) Power: Not available on site.

(c) Other services: Not available on site.

(d) At present being constructed in between Stanley and the proposed site of the Cape Pembroke airfield is a temporary airfield with a length of 800 metres, designed to take the Fokker Friendship F27 carrying a payload of 4,000 lbs or a Hercules with a reduced load of 10 tons.

E G LEWIS
Governor

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E G LEWIS
Governor



B/c to me / 16.5/17/6

Foreign and Commonwealth Office
London SW1

Telephone 01-

HE Mr G G Lewis OBE
Governor and Commander-in-Chief
Government House
Port Stanley
Falkland Islands

Your reference

Our reference HWF 21/5

Date 12 May 1972

Dear Lewis

PARLIAMENTARY QUESTIONS

1. The point made in paragraph 3 of your telegram 154 of 8 May was duly incorporated in the answer to Mr Conlan's question on the permanent airfield and I enclose a relevant extract from Hansard for your file.
2. In regard to publication of the RPT Report it would probably be best to defer a decision on this until the final specification for the project has been agreed; the two costings in the main report and the supplementary report may eventually be partially combined as out-lined in paragraph 4 of our telegram No 76 of 20 April.

Yours ever
George Kinnear

G F Kinnear
West Indian and
Atlantic Department

ENC

The total estimated cost of this aid, excluding any capital aid that may subsequently be provided, is about £1.1 million.

**University of Airlangga
(Cardiac Unit)**

Dame Joan Vickers asked the Secretary of State for Foreign and Commonwealth Affairs what success have been achieved at the University of Airlangga, Surabaya, Java, in regard to the new cardiac unit for which his Department contributed £3,000.

Mr. Wood : Four operations have been carried out by the cardiac unit. The first was performed by two British experts, a consultant heart surgeon, Mr. J. R. Belcher, and an anaesthetist, Dr. T. M. Moles, with assistance from the university cardiac surgery team. The other three operations were performed by the university team itself, under the supervision of the experts. One of the four patients died later, but the operations themselves were successfully carried out.

Mr. Belcher has recommended the supply of a small amount of additional material to enable the university team to undertake further operations. This is being provided.

Rhodesia

Mr. Biggs-Davison asked the Secretary of State for Foreign and Commonwealth Affairs whether he will make a statement about the visits he has received from representatives of the Rhodesian Centre Party and the African National Council, respectively.

Sir Alec Douglas-Home : On 1st May I received a delegation from the Centre Party, including two African MPs. They expressed their views in support of the proposals for a settlement. I told them that any decision as regards future policy would have to await receipt and consideration of the Pearce Commission's report.

On 3rd May I received a delegation consisting of three members of the African National Council, who expressed their opposition to the proposals. I explained to them similarly that Her Majesty's Government were awaiting receipt of the Pearce Commission's report and would consider it carefully before taking any policy decision.

24 Q 18

Falkland Islands

Mr. Conlan asked the Secretary of State for Foreign and Commonwealth Affairs when he expects to announce a decision on the report of the consultant engineers on the siting of the permanent landing strip in the Falkland Islands; and if he will publish the report.

Mr. Kershaw : The consultant engineers' report on the airfield in the Falkland Islands is under study; I have asked the Governor for his views and hope to announce a decision before long. Publication of the report is a matter for the Governor.

European Economic Community

Mr. Spearing asked the Secretary of State for Foreign and Commonwealth Affairs whether any Article of the Treaty of Accession to the European Community, or Community treaty or Community secondary legislation, prohibits the incorporation into United Kingdom legislation of the method whereby United Kingdom representatives should be appointed to the Assembly of the European Community in accordance with Article 138 of the Treaty of Rome.

Mr. Rippon : None.

St. Helena

Mr. Cledwyn Hughes asked the Secretary of State for Foreign and Commonwealth Affairs, if he will give details of the salary scales of qualified and unqualified teachers, respectively, in St. Helena.

Mr. Kershaw : Salary scales are as follows:

1. Assistant Education Officers
Graduates £1,320 × 48—£1,512.
Certificated £1,176 × 48—£1,512.
2. Senior Head Teachers
Certificated £924 × 36—£1,140.
Uncertificated £816 × 36—£1,032.
3. Head Teachers
Certificated £696 × 24—£816 × 36—£888.
Uncertificated £624 × 24—£792.
4. Teachers
Certificated £498 × 18—£552 × 24—£672.
Uncertificated £360 × 12—£400 × 18—£552 × 24—£600.

Mr. Cledwyn Hughes asked the Secretary of State for Foreign and Commonwealth Affairs if he will give details of the total number of teachers in primary and secondary school in St. Helena: how

DATE 10 May

COL. 39010

836

24

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
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To

ETAT PRIORITE PRODROME LONDON SW1

a/c H.O.

Telno 187 of 19 June 1972

YOUR LETTER HMF 21/5 OF 12 MAY: RENDEL PALMER AND TRITTON.

1. I have no objection to report being released for publication.

LEWIS

✓
Let / Sec, 2 min to 22 and the Return at
N.C. for information

R.G. 4/4

BU 1 note

6/7

Time

Sec 6. 8. 72

IMMEDIATE

CONFIDENTIAL 18 2

Addressed to Falkland Islands telno 130 of 18 July and to Buenos Aires.

PERMANENT AIRFIELD: PQ

1. Mr Richard Luce (Arundel and Shoreham, Conservative) has following down for oral answer on 24 July:

"To ask SofS for Foreign & Commonwealth Affairs if he will report on progress for construction of permanent air strip in Falkland Islands: when he proposes to start and complete construction: and how much it will cost."

2. Subject to your agreement we are proposing a reply as follows: "The Governor has applied for a grant of £1,615,000 for construction of permanent airfield. This is being considered and I hope that a decision will be reached. Construction could, barring unforeseen difficulties, be started by August 1973 and completed about May 1975."

3. Luce while on CAP delegation met Greenshields who complained of: "waste of money on an airfield which Islanders could not support". Luce may also have been primed by FI emergency committee about "influx of Argentines to build temporary airstrip". We areed of point raised by Sir M Hadow in his letter of 29 June to Hunter.

4. We propose incorporating following points in answer to possible supplementaries:

- a. Charges of delay not accepted. ~~xxxxxx~~ Consultants estimate construction will take 23 months from placing of contract.
- b. Normal procedure is for contract to go to British firm but from UK might mean considering some sub-contracting by a foreign firm.
- c. Cannot give any undertaking that Argentine labour will not be used. If entire work force is from UK cost will be increased.
- d. Know of no friction between islanders and Argentins building temporary air strip.

- e. Permanent airfield will be of benefit to Islands in many ways. Desirability accepted by ExCo and we feel services operating from it will be fully used.
- f. Governor has no objections to publication of consultants' report but we feel they should be delayed until financial approval can be

5. It is unlikely we will be pressed on sovereignty but if so we propose simply to refer to Mr Godber's answer in the House on 20 July 1970.

6. Grateful for your comments Deskby 0900 GMT Wednesday 19 July.

IMMEDIATE DESKBY 190900Z

CONFIDENTIAL 182150Z

Addressed to FCO telno 200 of 18 July repeated to Buenos Aires

Your telno 130: PERMANENT AIR FIELD PQ

1. I agree with the terms of proposed reply and the points for supplementaries.
2. I feel very strongly that if we are to have labour from the mainland it should come from the Argentine.
3. There are indications here that the Falkland Islands Defence Committee is in action again and this is influencing the attitude of some Members of Executive Council towards the presence of Argentines building the airfield. It is not serious as yet but in my address to the annual meeting of the Sheep Owners' Association to be held on 20 July I am concentrating on the theme of confidence and external affairs in the hope that I can rally support for our policies.

E.G.
19/17

MT

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ETATPRIORITE

IMMEDIATE GOVERNOR

FALKLAND ISLANDS

EN CLAIR FM BUENOS AIRES 181900Z UNCLASSIFIED

DESKBY 190900Z TO IMMEDIATE FCO TELNO 304 OF 18 JULY

INFO IMMEDIATE FALKLAND ISLANDS

YOUR TELNO 130 TO FALKLAND ISLANDS

PARLIAMENTARY QUESTION 1 NO COMMENT

HADOW

COL 190900Z 304 18 130 1 NO COMMENT

IMMEDIATE

CONFIDENTIAL 191325Z

Addressed to FCO telno 201 of 19 July repeated to Buenos Aires,

Your telno 130 and My telno 200: PERMANENT AIRFIELD

1. On justification for building main airfield additional point, for possible supplementary is transportation study by Peat Marwick and Mitchell which came down strongly in favour of air service as most economic way of moving travellers. Additionally under the terms of the Buenos Aires agreement we have given an undertaking that we will build the main field.

RESTRICTED

B/C Kmu



E.G.
19/7

With the compliments of

HER BRITANNIC MAJESTY'S
AMBASSADOR

HE Mr E G Lewis CMG OBE

BRITISH EMBASSY
BUENOS AIRES

29 June 1972

4/8

J M Hunter Esq MC
Latin America Dept
FCO

POSSIBILITY OF USING ARGENTINE SUB-CONTRACTORS AND
LABOUR TO BUILD THE PERMANENT AIRFIELD

1. In my Personal and Restricted letter 4/5 to you of 8 November 1971, I warned of the difficulties which would follow if any plans were made involving Brazilian and Chilean sub-contractors or labour in the construction of the main airfield on the Falkland Islands. I am sending a copy of this letter to Toby Lewis for reference. Now that detailed consideration is being given to the construction of the permanent airfield I think that it is useful to bring up again the possibility of Argentine labour being involved in the work. It is not yet the right time to go into details but in some way a British company which was commissioned with the task of building the airfield might be allowed to employ Argentine sub-contractors and labour. The only alternative to so doing that is practical politics given the Argentine susceptibilities referred to in my letter of 8 November last would be to employ British labour from the United Kingdom. The main attraction of using Argentine labour would be a considerable saving of money and also probably of endless personnel problems involved in looking after a largish UK labour force in the Islands for quite a long period of time.

2. The Falkland Islanders are probably not yet ready to accept a larger Argentine work force than that which is already on the Islands building the temporary airstrip, but, provided that the construction of this airstrip continues in the same good atmosphere which

/Toby

1.

RESTRICTED

Toby Lewis has reported, it might not be so unthinkable to have most of the manual labour force for the permanent airfield from here. I am sending a copy of this letter to Toby Lewis who will no doubt give you his assessment on this score. Whatever happens, however, we must make sure that no suggestion whatsoever is made about the use of Chilean or Brazilian companies or labour since this would immediately have unfortunate repercussions on the smooth working of the communications agreement with the Argentines.

3. I also hope to let you have shortly a list of firms here who might act as contractors.

Midael Hadow

Copy to HE Mr E G Lewis CMG OBE

2.

RESTRICTED

PERSONAL

8 November 1971

4/5

J M Hunter Esq MC
Latin America Department
FCO

FALKLANDS AIRFIELD

4/5 (267)

1. Thank you for your letter of 22 October about the recruitment of contractors to build the permanent airfield in the Falklands.

2/5 (27)

2. As I said in my Foreign Policy despatch of 8 October and as we have reported in several letters from this post, the Argentines are at present going through a phase where they are more sensitive than ever to the allegedly expansionist ambitions of Brazil (see, for example, the recent correspondence between John Hoag and Ray Whitney on Brazilian aspirations in Antarctica) and I cannot think of a more effective way of putting the fat well and truly in the fire than to invite a Brazilian presence (even if it is only that of a Brazilian firm) in the Falkland Islands.

3. We fully recognise that Island and Argentine sensitivities, your difficulties with the MOD and the ODA and the high cost which is going to be involved have all added up to make the construction of the permanent airfield a real headache for you. I am therefore glad to see from your telegram No 278 to the Governor that some light seems to be appearing at the end of the tunnel. All I will say here therefore is that I hope that Rendel, Palmer and Tritton, because they have Brazilian and Chilean experience, will not go scratching round for a scheme which will involve Brazilian (or Chilean) contractors or labourers. After all, if the construction of the temporary airfield goes well, the pattern of regular flights to and fro becomes a matter of course, the Falklanders may well become better disposed to accepting an Argentine work-force in the Islands.

Michael Hadow

RESTRICTED

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15142—821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
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To

ETAT PRIORITE PRODROME LONDON SW1

a/c H.O.

Telno 204 of 21 July.

YOUR TELNO 130: PQ

1. I would be grateful if you would telegraph details of reply and any supplementaries.

LEWIS

Time

RESTRICTED

21 July 1972

J M Hunter Esq MC
Latin America Department
FCO, London SW1

PERMANENT AIRFIELD: ARGENTINE SUB-CONTRACTORS

1. Would you please refer to Sir Michael's letter 4/8 of 29 June about labour for the construction of the main airfield. As indicated in my telegram number 200 of 18 July, I think we must at least initially ask the Argentine to supply labour if this is required. As far as I am concerned the advantage of having Argentine labour, as we have seen from the building of the temporary field, is that they are under some discipline and control which might not be the case if we have Chileans (or Irish).
2. In fact some people locally have commented that it seems most uneconomic to move out all this heavy equipment we have here at present and that perhaps the British firm that obtains the contract for the main airfield could do a deal with the Argentines to lease the equipment.

E G LEWIS

cc: Sir Michael Hadow, Buenos Aires

RESTRICTED

TELEGRAPH SERVICE
AND ISLANDS

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

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GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

8

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LONDONPS 308/304 24 1925 P1/50 PNCTN CNTD

PRESS
GOVERNOR
PORTSTANLEY

NEWS RELEASE FROM
GOV. HONOR

~~CIRCULAR RETRACT 76124~~

IN THE HOUSE OF COMMONS TODAY, MR RICHARD LUCE ~~BARUNDEL~~ AND SHOREHAM, ASKED THE SECRETARY OF STATE FOR FOREIGN AND COMMONWEALTH AFFAIRS, IF HE WOULD REPORT ON PROGRESS FOR THE CONSTRUCTION OF THE PERMANENT AIRSTRIP IN THE FALKLAND ISLANDS.

~~COL 76124~~

~~PSZ639X RPX93 TX915444 GOV P2/50~~

WHEN HE PROPOSED TO START AND COMPLETE CONSTRUCTION,
AND HOW MUCH IT WOULD COST. MR ANTHONY KERSHAW REPLIED:
"THE GOVERNOR HAS APPLIED FOR A GRANT OF (1.615m) POUND
POUNDSSTERLINGONEDECIMALSIXONEFIVE MILLION FOR THE CONSTRUCTION
OF THE PERMANENT AIRFIELD. THIS IS BEING CONSIDERED
AND I HOPE THAT AN

~~PSZ639X RPX93 TX915444 GOV P3/50~~

EARLY DECISION WILL BE REACHED. IF THE APPLICATION IS APPROVED
CONSTRUCTION COULD, BARRING UNFORESEEN DIFFICULTIES,
BE STARTED BY AUGUST NINETEEN¹⁹⁷³SEVENTYTHREE AND COMPLETED
ABOUT MAY NINETEENSEVENTYFIVE." MR. LUCE: "I AM
GRATEFUL TO MY HON FRIEND, BUT IS HE AWARE THAT THE ISLANDERS AT

~~PSZ639X RPX93 TX915444 GOV P4/50~~

PRESENT HAVE TOTALLY INADEQUATE AND TEMPORARY PASSENGER
LINKS WITH THE OUTSIDE WORLD AND URGENTLY WISH FOR BETTER
COMMUNICATIONS? WILL HE THEREFORE ENSURE THAT THIS PERMANENT
AIRSTRIP IS CONSTRUCTED AS URGENTLY AS POSSIBLE?SS
MR. KERSHAW: "YES. I THINK THAT THIS IS THE BEST WE CAN

~~PSZ639X RPX93 TX915444 GOV P5/50~~

DO. IT IS A BIG JOB WHICH WILL HAVE TO BE PUT OUT TO TENDER
PROPERLY. CONSTRUCTION DIFFICULTIES ARE CONSIDERABLE, BUT WE
NEVERTHELESS APPRECIATE THE IMPORTANCE OF THIS."
MR. FOLEY: ASKED THE MINISTER WHETHER HE WOULD SAY WHAT DEGREE
OF INTEREST THE ARGENTINE GOVERNMENT

~~PSZ639X RPX93 TX915444 GOV P6/54~~

WERE SHOWING IN THIS PROJECT." MR. KERSHAW:
"THE ARGENTINE GOVT ARE CO-OPERATING IN THE PROVISION
OF A TEMPORARY AIRSTRIP. I AM SURE THAT THEY SEE THAT
THIS IS FOR THE GOOD OF THE ISLANDERS, AND IT WILL GIVE THEM
SATISFACTION AS WELL AS OURSELVES."

~~FM CENTROFORM LDN~~

That is the end
of the ^{News} ~~Press~~ Release.

971/2/OR.3478

17th April, 1972.

Dear Sir,

Falkland Islands Airport

With regard to the suitability of the proposed airport for the operation of F.27 and H.S.748 aircraft between

- a) Port Stanley and Punta Arenas in Chile
- and

- b) Port Stanley and Montevideo in Uruguay

we would comment as follows:

The attached Table shows the route/fuel requirements for flights to and from the proposed airport at Stanley for the critical aircraft considered, the Hawker Siddeley 748. The Fokker Friendship F.27 has similar engines and similar fuel requirements.

Reference to the table shows that flights between Punta Arenas and Stanley can be undertaken by both the F.27 and H.S.748. Flights between Montevideo and Stanley can be undertaken by the F.27 only if optional extra tanks are fitted, although the H.S.748 can operate the route on standard tanks if "Island Holding" is adopted, i.e., fuel for two hours holding.

The runway length recommended in the Feasibility Study Report is 1250 metres (4100 ft), whereas lengths of 1215 metres (4000 ft) and 1100 metres (3600 ft) have been proposed by previous reports. The following are the payloads which can be carried from the relevant runway lengths by the F.27, assuming a full fuel load in each case:-

J. M. Blair-Fish, Esq.,
Foreign and Commonwealth Office,
Overseas Development Administration,
Eland House,
Stag Place,
London, SW1E 5DH.

Contd...2

c.c. G. F. Kinnear, Esq., F.C.O.

Payload in lb.

Runway length in metres	Standard tanks Only	Optional extra tanks fitted
1100	5300	1300
1215	7075	3075
1250	7500	3500

Hence, for the recommended runway length and with full fuel loads, the payload out of Stanley for the F.27 to Montevideo is 3500 lb. and to Punta Arenas is 7500 lb. It is considered that these payloads are acceptable under emergency conditions.

The facilities recommended in the Feasibility Study Report are considered adequate for extension of operations to Punta Arenas and Montevideo without additional capital expenditure.

Yours faithfully,
for RENDEL, PALMER & TRITTON


E. B. KELBIE

J. M. Blair-Fish, Esq.

ROUTE/FUEL REQUIREMENTS

Flight		Route Length in n.m	Wind Com- ponent in kts	Alternate Airfield	Distance Destin- ation to Alternate in n.m.	Wind Compon- ent to Alternate in kts	Fuel Requirements in lbs			
From	To						Route	Divers- ion	Hold	Total
Stanley	Comodoro Rivadavia	525	+50	Rio Gallegos	357	0	5200	2560	1000	8760
	Rio Gallegos	432	+50	Comodoro Rivadavia	357	0	4300	2560	1000	7860
	Punta Arenas	490	+50	Stanley	490	-50	4800	3250	1000	9050
	Montevideo	1015	-15	Rosario	100	+50	6315	1850	1000	9165
Comodoro Rivadavia	Stanley	525	-50	Rio Gallegos	432	+50	3400	3950	1000	8350
Rio Gallegos		432	-50	Puerto Deseado	399	+50	2950	3450	1000	7400
Punta Arenas		490	-50	Punta Arenas	490	+50	3250	4800	1000	9050
Montevideo		1015	+15	Puerto Deseado	399	+50	7300	3450	1000	11750
				Punta Arenas	490	+50	7300	4800	1000	13100
				Island Holding	-	-	7300	3000	1000	11300

- Notes:-
1. All route lengths are great circle distances.
 2. For wind components: + indicates headwind
- indicates tailwind
 3. Fuel requirements quoted are for the critical aircraft, the Hawker Siddeley 748, at maximum take-off weight.
 4. "Island holding": 2 hours fuel hold capacity
 5. Maximum fuel loads:-
 - (a) F27 without optional tanks : 9500 lbs ;
 - (b) F27 with optional tanks : 13500 lbs
 - (c) HS748 without optional tanks : 11500 lbs