SAMA 82	Controlled Document

The South Atlantic Medal Association (1982)

CONCESSIONARY FLIGHTS

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POLICY CONTEXT & REQUIREMENT

This policy has been developed to protect the organisation, employees, trustees, membership and volunteers by ensuring appropriate procedures are in place for the management and administration of concessionary flights.

Version Control				
Version	Author	Status	Date	Change Detail
1.0	Andrew Lockett	Implemented	11/11/2024	N/A
1.1	Alan Dodsworth	Implemented	19/08/2026	New Front Page, Policy Lead & Version Control

1. **Objectives**
   1.1 The pilgrimage scheme has the objective of getting as many individual medal holders and some close dependents to the Falkland Islands as transport and accommodation will allow.
   1.2 There is no practical solution for visits to South Georgia or the South Sandwich Islands.
2. **Eligibility**
   2.1 Only Veterans of the Falklands Conflict who hold the South Atlantic Medal [SAM] are eligible to use the Concessionary Flight Scheme.
3. **Flight**
   3.1 The scheme runs on the basis that the MoD is keen to use up spare capacity in their flights to the Falkland Islands on a concessionary fare basis.
   3.2 Highest priority for the use of these flights is for essential purposes of MoD business and the security of the islands.
   3.3 Up to 6 months prior to departure the following seats are booked by the MoD
      3.3.1 Category 1- Military deployments,
      3.3.2 Category 2 - Full paying seats booked through FIGO etc,
         3.3.2.1 full price seats is around £2222,
         3.3.2.2 discounted travel including veteran NoK is around £1500.
   3.4 Around 10 days prior to departure unwanted seats booked in categories 1 and 2 are offered to SAMA 82 concessionary flight applicants at a cost of around £258.
      3.4.1 The SAMA 82 office does not know in advance whether a concessionary seat will be available on any given flight.
   3.5 At times the aircraft flies with empty seats and for a very good reason.
      3.5.1 Where additional cargo is required, the all-up weight of the aircraft is controlled by carrying fewer passengers.
      3.5.2 The aircraft must carry sufficient fuel to reach a reliable diversion airfield should the Mount Pleasant facility become unusable.
      3.5.3 This means that the management of the flights is complex and prone to last minute adjustments.
4. **Priority**
   4.1 It is important that the process of application, selection, and travel, is used to best effect, giving remedial and therapeutic priorities.
   4.2 A visit that may be judged to help those who suffer from PTSD or stress.
      4.2.1 Such applicants often require extra encouragement with their application, strengthening in their resolve to face their demons and the easing of the pathway towards achieving their visit.
   4.3 It is also important to share out the opportunity to visit the islands for the purpose of remembrance hence those visiting the Falklands Islands for the first time since the conflict shall be given priority over frequent visitors.
   4.4 Regular repeat visits are discouraged except by a group leader who:
      4.4.1 provides a well managed programme of experiences to match the requirements of their group members,
      4.4.2 prioritise first time travellers and those in medical need,
      4.4.3 submit a group programme/itinerary in advance of the flight application process taking place,
      4.4.4 submit a 'pilgrimage report' at the end which can be published in the newsletter.
   4.5 The number of willing pilgrims always exceeds the available flights, and many have experienced last minute disappointment.
5. **Application process.**

5.1 An application for a SAMA 82 concessionary flight must:
- 5.1.1 be submitted using the SAMA 82 online application link,
- 5.1.2 be submitted within 1 and 6 months prior to departure date,
- 5.1.3 must include a copy of the applicant's valid passport,
  - 5.1.3.1 The passport must be valid for at least 6 months after the planned return date,
  - 5.1.3.2 If it does not meet these criteria, you must renew your passport before applying for a flight.

5.2 Applicants will receive an automatic acknowledgement on submission of the online application.

5.3 The application confirmation is not proof that a concessionary flight will be granted.

5.4 The MoD may only notify SAMA 82 that an application is successful 1 week prior to the planned departure.

5.5 Application correspondence and all relevant documentation will be sent out by email.

5.6 The Passenger Information Itinerary will confirm the flight and act as a flight ticket.

6. Insurance requirements

6.1 Concessionary flight travellers must have full worldwide travel, medical and repatriation insurance which also covers you for emergency medical treatment in another country, i.e. Chile, that cannot be obtained in the FI and it also covers all pre-existing medical conditions.

6.2 Medical facilities are limited on the FI and it may be necessary to medically evacuate in the case of serious illness or injury.
- 6.2.1 The current cost of medical evacuation is in excess of £30,000.
- 6.2.2 It is therefore very important that you obtain worldwide travel insurance for the duration of your stay, and it is advisable to extend the period of insurance for at least one week past your planned arrival back in the UK.

6.3 It is the individual's responsibility to ensure that the correct travel/medical insurance is in place.