



Civil Aviation Authority  
of Fiji

# DESIGNATION AND CLASSIFICATION OF AIRSPACE

1<sup>st</sup> Edition – February 2019

Published by:  
Civil Aviation Authority of Fiji  
Private Mail Bag, NAP 0354  
Nadi International Airport

Fiji

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# Standards Document

## DESIGNATION AND CLASSIFICATION OF AIRSPACE

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## PREFACE

### General

Fiji's National Aviation Law consists of a three tier or triple system regulatory system, comprising Acts, Regulations and Standards Documents; the purpose of which is to ensure, where deemed appropriate, compliance and conformance with ICAO Standards and Recommended Practices (SARPS).

The 'three tier' or 'triple system' regulatory system represents Fiji's Primary Legislation System and Specific Operating Regulations to meet Critical Elements CE1 and CE2 of ICAO's Eight Critical Element of a safety oversight system

Standards Documents (SD) are issued by the Civil Aviation Authority of Fiji under the provision of Section 14 (3) (b) of the Civil Aviation Authority Act 1979 (CAP 174A)

Where appropriate, the SD also contains technical guidance (Critical Element CE5) on standards, practices, and procedures that are acceptable to the Authority.

Notwithstanding the above, and where specifically indicated in this Standards Document that such a provision is available, consideration may be given to other methods of compliance that may be presented to the Authority provided they have compensating factors that can demonstrate a level of safety equivalent to or better than those prescribed herein. Accordingly, the Authority will consider each case based on its own merits holistically in the context of and relevancy of the alternative methods to the individual applicant.

When new standards, practices, or procedures are determined to be acceptable, they will be added to this document.

### Purpose

This Standards Document – Designation and Classification of Airspace is issued by the Civil Aviation Authority of Fiji pursuant to Section 14 (3) (b) of the Civil Aviation Authority Act 1979 (CAP 174A). This Document is intended for use by CAAF, applicants for, and holders of, an Air Operator Certificate and for their staff.

### Change Notice

This Standards Document has been developed pursuant to the Authority's obligation to provide oversight on certified operators and their personnel, as well as the operator's obligation to comply with standards notified by the Authority and is the means by which such notification is given.

  


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**THERESA LEVESTAM**  
**ACTING CHIEF EXECUTIVE**

## AMENDMENT RECORD

The following space is provided to keep a record of all amendments.

Amendment No.	Effective Date	Entered By	Date Entered	Amendment No.	Effective Date	Entered By	Date Entered
Amendment no. 1 incorporated in this edition				26			
2	20/08/19	FT	20/08/19	27			
3				28			
4				29			
5				30			
6				31			
7				32			
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From time to time the Authority will issue amendments to the requirements stipulated in this publication. This will be done in the form of 'Notice of Amendments' including an attachment 'Notification of Approval/Disapproval' of all or part of the proposed amendment.

The Amendments will also be accessible through CAAF website.



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### Historical Summary of Amendments

The Civil Aviation (Amendment) Promulgation 2008 Section 6(4)(c) and 14(3)(b) requires the Authority to produce standards for the establishment and use of airspace. A draft version of Standard Document- Designation and Classification of Airspace (SD-DCA, 1<sup>st</sup> Edition dated February 2019) was developed and circulated internally for comments.

SD-DCA, details the DCA standards supplementary to Regulation 86 and augments the DCA procedures and processes for airspace requirements.

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<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Effective Date</i>
1 <sup>st</sup> Edition	CAAF	Standards Document – Designation and Classification of Airspace (SD-DCA)	28 <sup>th</sup> Feb 2019

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## Chapter 1 – General

### 1.1 Applicability

- (a) This Standard prescribes regulations for the designation and classification of –
  - (1) airspace within the territorial limits of Fiji; and
  - (2) airspace for which Fiji has accepted responsibility under international civil aviation agreements.
- (b) Under this Standard the Authority shall designate –
  - (1) any portion of airspace within the Nadi Flight Information Region as any one or more of the following –
    - (i) a sector if the Authority considers such a designation is necessary to facilitate the provision of an air traffic service within that flight information region;
    - (ii) controlled and associated airspace in accordance with Chapter 2;
    - (iii) special use airspace in accordance with Chapter 4; and
    - (iv) transponder mandatory or Automatic Dependent Surveillance – Broadcast mandatory airspace in accordance with Chapter 5;
  - (2) Visual reporting points, area QNH zones, mountainous zones and other designation in accordance with Chapter 6.
- (c) The Authority must classify airspace that is designated as controlled airspace under paragraph (b)(1)(ii) in accordance with Chapter 3.
- (d) The Authority shall classify a portion of airspace that is not designated as controlled airspace under paragraph (b) (1)(ii) as Class F in accordance with Chapter 3.
- (e) Any portion of airspace within a flight information region that is not designated as controlled airspace under paragraph (b)(1)(ii) is uncontrolled airspace and is classified as Class G airspace unless classified as Class F airspace under paragraph (d).

### 1.2 Boundaries of designated airspace

- (a) The lateral limits of airspace designated under this Standard shall be defined by –
  - (1) geographical co-ordinates in –
    - (i) degrees and minutes for the boundaries of a flight information region and for the boundaries of prohibited, restricted and danger areas outside control areas or control zones; and
    - (ii) degrees, minutes and seconds for control area or control zone boundaries and for the boundaries of prohibited, restricted and danger areas inside control area or control zone; and
  - (2) any one or more of the following –
    - (i) prominent geographical line features;
    - (ii) a circle or any part of a circle of specified radius around a geographical co-ordinate;
    - (iii) a great circle between 2 defined points;
    - (iv) a parallel of latitude; and
    - (v) part of a meridian of longitude.
- (b) The vertical limits of airspace designated under this Standard shall be defined by heights, altitudes or flight levels.
- (c) Unless otherwise specified, the expression ‘to a height’ includes that height.

### 1.3 Application for designation and classification of airspace

- (a) Any person with a bona fide interest in airspace shall apply to the Authority using the appropriate application form GS071 for a designation or classification of airspace under this Standard.
- (b) An applicant under paragraph (a) shall be required to provide the following –
  - (1) name and contact details of the applicant;
  - (2) type of designation or classification required;
  - (3) reason for the designation or classification;
  - (4) dimensions or other boundary information for the airspace that is required;
  - (5) period for which the designation or classification is required;
  - (6) safety assessment and/or aeronautical study;
  - (7) contact details of any applicable administering authority or using agency; and
  - (8) any other applicable information required by the Authority.
- (c) Except for urgent requests associated with police operations, search and rescue operations, security or other emergency situations, an application under paragraph (a) must be submitted to the Authority not less than 90 days before the date on which the designation or classification is to come into force unless a shorter period is acceptable to the Authority.

### 1.4 Procedure for designation and classification of airspace

- (a) The Authority shall, before making a designation or classification of airspace, consult with such persons, organisations, representative groups, stakeholders and government departments and agencies, as the Authority in each case considers appropriate, having regard to the requirements of this Standard.
- (b) For each designation or classification of airspace made under this Standard, the Authority must specify the –
  - (1) period that the designation or classification is active; or
  - (2) method by which the designation or classification is made active.
- (c) Designations and classifications of airspace and designations of reporting points, area QNH zones, and mountainous zones made under this Standard shall not come into force until those designations and classifications are notified and published in accordance with paragraph 1.4(d).
- (d) The Authority must ensure that each of the following is notified in the Aeronautical Information Publication Fiji, an AIP Supplement or by NOTAM –
  - (1) a designation of airspace;
  - (2) a classification of airspace;
  - (3) a designation of a reporting point;
  - (4) a designation of an area QNH zone; and
  - (5) a designation of a mountainous zone.
- (e) Where a designation is not of a permanent nature, the date and time of commencement and cessation of the designation shall be included in the notification.

### 1.5 Review of designated and classified airspace

The Authority shall review each current airspace designation and classification at least every 5 years to verify the continuing need for the airspace designation or classification.

### 1.6 Withdrawal of designations and alteration of airspace classification

- (a) If the Authority is satisfied that a designation or a classification of airspace made under this Standard is no longer needed or is no longer appropriate, the Authority shall withdraw the designation or alter the classification.



- (b) The withdrawal of an airspace designation or the alteration of an airspace classification made under paragraph 1.6(a) shall not come into force until details of the withdrawal or alteration are notified by publication in the AIP, an AIP Supplement or by NOTAM.
- (c) The notification required under paragraph 1.6(b) must specify the date on which a withdrawal of an airspace designation or an alteration of an airspace classification, comes into force.

### **1.7 Aeronautical Information Publication Fiji**

The Authority must ensure that the AIP Fiji contains the following information –

- (1) a current description of each portion of airspace designated under this Standard;
- (2) a current description of the boundary information of each portion of airspace that is classified by the Authority as Class F airspace under this Standard;
- (3) current information, including the name or designator and geographic co-ordinates of each visual reporting point designated under this Standard;
- (4) details for each current instrument flight procedure authorised under SD-IFP; and
- (5) details for every non-standard aerodrome traffic circuit for which a determination has been made by or is acceptable to the Authority.

### **1.8 Alternative classifications and designations**

- (a) The Authority shall, at its discretion, introduce new or alternative classifications, categories or designations of the airspace under its jurisdiction, in the interests of aviation safety.
- (b) Pursuant to paragraph 1.8(a), any change or alternative airspace administered under an international agreement shall be made in accordance with that agreement and ICAO Standards and Recommended Practices.

## Chapter 2 – Controlled Airspace

### 2.1 General

- (a) If the Authority determines that an air traffic control service is required in a portion of airspace within a flight information region, the Authority must –
  - (1) designate that portion of airspace as a control area or a control zone in accordance with this chapter; and
  - (2) classify that portion of airspace as Class A, B, C, D or E airspace in accordance with Chapter 3.
- (b) If another ICAO Contracting State provides an air traffic control service for any portion of airspace within the Nadi FIR, the Authority must –
  - (1) designate that portion of airspace as a control area or a control zone in accordance with this chapter upon consultation with the other State; and
  - (2) classify that portion of airspace as Class A, B, C, D or E airspace in accordance with Chapter 3.
- (c) The Authority shall designate portions of airspace as a specific sector to facilitate air traffic management.
- (d) A control area or control zone shall become an uncontrolled Class G airspace when an air traffic control service is not provided within that control area or control zone.
- (e) For each portion of airspace designated as a control area or control zone, the Authority must –
  - (1) specify the air traffic control unit that has responsibility for providing the air traffic control service within that control area or control zone; and
  - (2) identify the control area or control zone by –
    - (i) the ICAO nationality letters of the State providing the air traffic control service followed by the letter 'A', followed by a number; and
    - (ii) the name of the air traffic control unit providing the air traffic control service within that control area or control zone, except that, if appropriate, the control area or control zone shall be identified with the name of the aerodrome, town, city or geographical feature over which the control area or control zone is established.

### 2.2 Control Areas

- (a) The Authority shall specify a control area designated under this Standard as –
  - (1) a terminal control area if the Authority determines that an approach control service is required at the confluence of ATS routes in the vicinity of one or more major aerodromes;
  - (2) an upper control area if the Authority determines that an area control service is required; or
  - (3) an oceanic control area if the Authority determines that an area control service is required over the high seas.
- (b) The upper limit of a control area must not exceed FL 600.
- (c) The lower limit of a control area must –
  - (1) be at least 500 ft. below the flight paths of IFR flights that the Authority determines to require an air traffic control service; and
  - (2) be established at –

- (i) the highest practicable altitude; and
  - (ii) not less than 700 ft. above the surface of the earth; and
- (3) when the lower limit of a control area is above 3000 ft. AMSL, coincide with a VFR cruising altitude or flight level prescribed in ANR 106, 111, 115 and 120.
- (d) If a portion of airspace below a control area is designated as another control area, the upper limit of the lower control area must extend to the lower limit of the control area directly above it.

### 2.3 Control Zones

- (a) The Authority shall designate as a control zone a portion of airspace around an aerodrome if –
- (1) the Authority determines that an aerodrome control service or an aerodrome and approach control service is required; and
  - (2) the traffic density and pattern requires controlled airspace.
- (b) A control zone must be as small as practicable, consistent with the need to protect the flight paths of IFR flights arriving at and departing from an aerodrome.
- (c) The lateral limits of a control zone must –
- (1) encompass at least those portions of the airspace that are not within a control area containing the paths of IFR flights arriving at and departing from the aerodrome under IMC;
  - (2) extend to at least 5 nm from the centre of the aerodrome in the directions from which instrument approaches may be made; and
  - (3) take into account the category of IFR aircraft using the aerodrome and the areas of airspace that need to be protected for those IFR flights.
- (d) Prominent geographical features must be used, where practicable, to define the lateral limits of a control zone.
- (e) A control zone with an upper limit above 3000 ft. AMSL must coincide with a VFR cruising altitude or flight level prescribed in the AIP Fiji.

### 2.4 VFR transit lanes

- (a) The Authority shall designate a portion of controlled airspace as a VFR transit lane for either or both of the following purposes –
- (1) separating transiting VFR traffic from arriving and departing IFR flights;
  - (2) permitting transiting VFR traffic to operate within the VFR transit lane without requiring an ATC clearance.
- (b) A VFR transit lane must be clear of airspace that encompasses IFR arrival and departure procedures within that controlled airspace.
- (c) The Authority must –
- (1) ensure that buffer zones are provided between the nominal flight paths of arriving and departing IFR flights and each VFR transit lane; and
  - (2) identify each VFR transit lane by the ICAO nationality letters of the State providing the air traffic control service followed by the letter “T”, followed by a number.
- (d) A VFR transit lane is Class G airspace and shall only be active during the day.

### 2.5 General aviation areas

- (a) The Authority shall designate a portion of controlled airspace as a general aviation area for the purpose of allowing VFR flights access to a portion of previously controlled

airspace without the requirement for an ATC clearance.

- (b) For each general aviation area, the Authority must –
  - (1) specify, at the time that the Authority designates the airspace, the air traffic control unit having responsibility for providing the air traffic control service over the area;
  - (2) identify the area by the ICAO nationality letters of the State providing the air traffic control service followed by the letter 'G', followed by a number; and
  - (3) specify that the area is active –
    - (i) permanently during the day;
    - (ii) by approval of the ATC unit responsible for the airspace; or
    - (iii) by prior notification from an airspace user to the ATC unit responsible for the airspace.
- (c) A general aviation area –
  - (1) shall only be active during the day; and
  - (2) is class G airspace while the area is active.

## 2.6 Subsidiary airspace designations

If the Authority considers it necessary in the interests of aviation safety, air traffic management, or international agreements, the Authority shall designate any controlled airspace or portion of controlled airspace as either or both of the following –

- (1) RNP or PBN airspace, on consideration of air traffic density and ATS route structure, and aircraft navigation system accuracy; or
- (2) RVSM airspace, on consideration of air traffic density and ATS route structure, and aircraft altimetry system accuracy.

## Chapter 3 – Airspace Classification

### 3.1 Class A airspace

Any portion of airspace that is designated as a control area or control zone under paragraph 2.1(a) or (b) shall be classified as Class A airspace if the Authority considers it necessary in the interests of aviation safety that –

- (1) separation is required between all flights; and
- (2) VFR flights are not permitted.

### 3.2 Class B airspace

Any portion of airspace that is designated as a control area or control zone under paragraph 2.1(a) or (b) shall be classified as Class B airspace if the Authority considers it necessary in the interests of aviation safety that separation is required between all flights.

### 3.3 Class C airspace

Any portion of airspace that is designated as a control area or control zone under paragraph 2.1(a) or (b) shall be classified as Class C airspace if the Authority considers it necessary in the interests of aviation safety that –

- (1) separation is required between –
  - (i) IFR flights;
  - (ii) IFR and VFR flights; and
  - (iii) IFR and Special VFR flights;
- (2) traffic information must be provided to VFR flights about other VFR flights; and
- (3) traffic avoidance advice must be provided to VFR flights on request.

### 3.4 Class D airspace

Any portion of airspace that is designated as a control area or control zone under paragraph 2.1(a) or (b) shall be classified as Class D airspace if the Authority considers it necessary in the interests of aviation safety that –

- (1) separation is required between –
  - (i) IFR flights;
  - (ii) IFR and Special VFR flights; and
  - (iii) Special VFR flights in the circuit when the flight visibility is reported to be less than 5 km;
- (2) traffic information must be provided to –
  - (i) IFR flights about VFR flights;
  - (ii) VFR flights about IFR flights; and
  - (iii) VFR flights about other VFR flights; and
- (3) traffic avoidance advice must be provided to IFR and VFR flights on request.

### 3.5 Class E airspace

Any portion of airspace that is designated as a control area but not as a control zone under paragraph 2.1(a) or (b) must be classified as Class E airspace if the Authority considers it necessary in the interests of aviation safety that –

- (1) separation is required between IFR flights; and
- (2) traffic information must be provided, where practicable, to –
  - (i) IFR flights about VFR flights;

- (ii) VFR flights about IFR flights; and
- (iii) VFR flights about other VFR flights.

### **3.6 Class F airspace**

The Authority shall classify any portion of uncontrolled airspace as Class F airspace if the Authority considers it necessary in the interests of aviation safety that –

- (1) separation should be provided between IFR flights where practicable IFR flights should receive traffic information service; and
- (2) VFR flights within the airspace should receive a flight information service if requested.

### **3.7 Class G airspace**

Class G airspace is any uncontrolled airspace that is not Class F airspace and –

- (1) IFR and VFR flights are entitled to receive a flight information service; or
- (2) VFR flights operate in accordance with requirements under paragraph 4.6.

## Chapter 4 – Special Use Airspace

### 4.1 General

- (a) The Authority shall restrict aviation activity by designation of special use airspace under this chapter if the Authority considers such airspace is necessary –
  - (1) in the interests of aviation safety or security;
  - (2) in the interests of national security; or
  - (3) for any other reason in the public interest.
- (b) The Authority must ensure that each portion of airspace designated under this chapter is as small as practicable, consistent with the activities for which the area is required.
- (c) Airspace designated by the Authority under this chapter must be identified by an alphanumeric designator that is not being used to identify any other portion of airspace designated under this Standard.
- (d) Unless sooner revoked, a designation under this chapter shall cease to have effect –
  - (1) on the day, or on the day and time, specified in the designation;
  - (2) on the day, or on the day and time, of the occurrence of an event specified in the designation; or
  - (3) in the circumstances specified in the designation.

### 4.2 Prohibited areas

- (a) The Authority shall in coordination with the appropriate Government Ministry designate a portion of airspace as a prohibited area within the territorial limits of Fiji to prohibit the flight of aircraft within that area.
- (b) The Authority must identify each area by the ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'P', followed by a number.

### 4.3 Restricted areas

- (a) The Authority shall –
  - (1) designate a portion of airspace as a restricted area to restrict the activities of aircraft within that area –
    - (i) within the territorial limits of Fiji; and
    - (ii) within the territorial limits of another Contracting State in the Nadi FIR upon request by that State; and
  - (2) impose conditions under which –
    - (i) aircraft may be permitted to fly within that restricted area; and
    - (ii) the administering authority responsible for the restricted area must operate.
- (b) The Authority must –
  - (1) specify the type of activity for which each restricted area is designated;
  - (2) specify the administering authority responsible for each restricted area; and
  - (3) identify each area by the ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'R', followed by a number.
- (c) The administering authority responsible for a restricted area –
  - (1) must manage the –

- (i) entry of aircraft into the restricted area;
  - (ii) operation of aircraft within the restricted area; and
  - (iii) exit of aircraft from the restricted area;
- (2) if the restricted area is designated as being made active by NOTAM, must at least 24 hours before the restricted area is to become active, give to the Fiji NOTAM Office notice of that restricted area becoming active, except that in the case of emergencies less than 24 hours' notice may be given; and
- (3) may, within any condition imposed by the Authority under paragraph (a)(2)(ii), impose conditions under which an aircraft may be operated within the restricted area.

#### 4.4 Danger areas

- (a) The Authority shall designate a portion of airspace as a danger area to notify operators that there is a potential danger to aircraft flying in the area.
- (b) The Authority must –
- (1) specify the nature of the danger for which each danger area is designated;
  - (2) if the Authority considers it necessary, nominate a using agency as the contact point for a danger area; and
  - (3) identify the area by the ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'D', followed by a number.
- (c) The using agency for a danger area must –
- (1) ensure that the activities that necessitated the designation of the danger area are contained within that danger area; and
  - (2) if the danger area is designated as being made active by NOTAM, at least 24 hours before the danger area is to become active, give to the Fiji NOTAM Office notice of that danger area becoming active, except that in the case of emergencies less than 24 hours' notice may be given.

#### 4.5 Military operating areas

- (a) The Authority shall –
- (1) designate a portion of airspace as a military operating area to segregate military activities from other traffic; and
  - (2) impose conditions under which –
    - (i) aircraft may be permitted to fly within that military operating area; and
    - (ii) an administering authority specified under paragraph (b)(2) must operate.
- (b) The Authority must –
- (1) specify the type of activity for which each military operating area is designated;
  - (2) specify the administering authority responsible for each military operating area; and
  - (3) identify each military operating area by the ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'M', followed by a number.
- (c) The administering authority responsible for a military operating area –
- (1) must manage –
    - (i) the entry of aircraft into the military operating area;
    - (ii) the operation of aircraft within the military operating area; and
    - (iii) the exit of aircraft from the military operating area;



- (2) if the military operating area is designated as being made active by NOTAM, must at least 24 hours before the military operating area is to become active, give to the Fiji NOTAM Office notice of that military operating area becoming active, except that in the case of emergencies, less than 24 hours notice may be given; and
- (3) may, within any condition imposed by the Authority under paragraph (a)(2)(ii), impose conditions under which an aircraft may be operated within the military operating area.

#### 4.6 Mandatory broadcast zones

- (a) The Authority shall -
  - (1) designate a portion of uncontrolled airspace as a mandatory broadcast zone if, due to traffic density or special circumstances, the pilots within that zone are required to make radio broadcasts of their position and intentions, and
  - (2) impose conditions under which –
    - (i) aircraft may be permitted to fly within that mandatory broadcast zone; and
    - (ii) an administering authority specified under paragraph (b)(4) must operate.
- (b) The Authority must –
  - (1) specify the type of activity for which each mandatory broadcast zone is designated;
  - (2) assign the radio frequency to be used within the mandatory broadcast zone for the mandatory radio broadcasts;
  - (3) prescribe the maximum interval between a pilot's mandatory radio broadcasts;
  - (4) specify the administering authority responsible for each mandatory broadcast zone; and
  - (5) identify each mandatory broadcast zone by the ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'B', followed by a number.
- (c) The administering authority responsible for a mandatory broadcast zone –
  - (1) must specify –
    - (i) the entry procedures of aircraft into the mandatory broadcast zone;
    - (ii) the operating procedures of aircraft within the mandatory broadcast zone; and
    - (iii) the exit procedures of aircraft from the mandatory broadcast zone;
  - (2) if the mandatory broadcast zone is designated as being made active by NOTAM, must at least 24 hours before the mandatory broadcast zone is to become active, give to the Fiji NOTAM Office notice of that mandatory broadcast zone becoming active, except that in the case of emergencies, less than 24 hours notice may be considered; and
  - (3) may, within any condition imposed by the Authority under paragraph (a)(2)(ii), impose conditions under which an aircraft may be operated within the mandatory broadcast zone.

#### 4.7 Volcanic hazard zones

- (a) The Authority shall designate a portion of airspace as a volcanic hazard zone if volcanic activity (such as flying rocks, gas plumes and ash clouds) may present a hazard to aircraft.
- (b) The Authority must identify each volcanic hazard zone by the ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'V', followed by a number.

#### 4.8 Low flying zones

- (a) The Authority shall designate a portion of airspace as a low flying zone where pilot

training in low level manoeuvres may be conducted.

- (b) The Authority must –
  - (1) nominate a person, organisation, agency or entity responsible for provision of briefing material for aircraft operators and pilots on the associated conditions of use of the low flying zone; and
  - (2) identify each low flying zone by ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'L', followed by a number.
- (c) A low flying zone shall only be active during the day.
- (d) The vertical limits of a low flying zone must extend from the surface of the earth to a height of 500 ft. above the surface of the land or water.
- (e) The Authority shall not designate a portion of airspace as a low flying zone unless the responsible agency nominated for the low flying zone –
  - (1) provides the Authority with a map or chart on which the boundaries of the low flying zone are defined;
  - (2) satisfies the Authority that the registered owner or administrator of the land or water below the low flying zone consents to the portion of airspace above their land or water being used for low flying; and
  - (3) Provides the Authority with full details of consultation with other airspace users.
- (f) A low flying zone existing at the time that this Standard comes into effect and published in the AIP Fiji and relevant charts shall be considered to have been designated under paragraph (a) and may not be subject to the requirements of paragraph (e).

#### 4.9 Flying training areas

- (a) The Authority shall designate a portion of airspace as a flying training area where pilot training manoeuvres may be conducted.
- (b) The Authority must –
  - (3) nominate a person, organisation, agency or entity responsible for provision of briefing material for aircraft operators and pilots on the associated conditions of use of the flying training area; and
  - (4) identify each flying training area by ICAO nationality letters of the applicable State, being 'FJ' for Fiji, followed by the letter 'T', followed by a number.
- (c) An airspace designated as flying training area under paragraph (a) shall be designated as –
  - (1) General Flying Training Area;
  - (2) Instrument Flying Training Area;
  - (3) Low Flying Training Area;
  - (4) Aerobatic Flying Training Area; and
  - (5) Jet Flying Training Area.
- (d) A designation under paragraph (a) –
  - (1) must specify an area by reference to its boundaries; and
  - (2) must specify the boundaries of a volume of airspace above that area to which the designation applies.
- (e) A designation made under paragraph (a) must be made to take effect on, or after, the day on which the designation is published, in accordance with paragraph 1.4(d)
- (f) The Authority must cause a designation of a flying training area to be published–

- (1) if the designation is to have effect for a period of 3 months or longer, in the AIP Fiji; or
  - (2) in any other case, in a NOTAM.
- (g) A flying training area existing at the time that this Standard comes into effect and published in the AIP Fiji or NOTAM and relevant charts shall be considered to have been designated under paragraph (a) and shall not be subject to the requirements of paragraph 1.3.

## Chapter 5 – Transponder or Automatic Dependent Surveillance – Broadcast (ADS-B) Mandatory Airspace

### 5.1 Transponder mandatory airspace

The Authority shall designate any airspace under its jurisdiction as transponder mandatory airspace if –

- (1) the operation of transponders is required for the provision of an air traffic control surveillance service; or
- (2) the Authority determines that the traffic density in the airspace requires the operation of transponders, to reduce the risk of airborne collision with those aircraft that are required to be fitted with an airborne collision avoidance system.

### 5.2 Automatic Dependent Surveillance – Broadcast (ADS-B) mandatory airspace

The Authority shall designate any airspace under its jurisdiction as ADS-B mandatory airspace if the Authority determines that the use of ADS-B shall –

- (1) facilitate the implementation of improvements in the operational management of that airspace;
- (2) enhance search and rescue operations for aircraft that are operating or have been operating in the airspace;
- (3) mitigate the risk of collision with another aircraft or with terrain; or
- (4) provide improvements in the level of safety for aircraft operating in the airspace.

**5.3** A transponder mandatory airspace existing at the time that this Standard comes into effect and published in the AIP Fiji or NOTAM and relevant charts shall be considered to have been designated under paragraph 5.1 and/or 5.2 and shall not be subject to the requirements of paragraph 1.3.

## Chapter 6 – Miscellaneous

### 6.1 Visual reporting points

- (a) The Authority shall designate visual reporting points for the purpose of –
  - (1) facilitating the requirements of air traffic services for information regarding the progress of aircraft in flight; or
  - (2) facilitating the safe conduct of flight by visual reference.
- (b) The Authority must ensure that visual reporting points –
  - (1) are based on prominent geographical features; and
  - (2) are identified by names or designators that –
    - (i) are easily recognisable in voice communications;
    - (ii) will not be confused with those of other reporting points in the same general area; and
    - (iii) do not create confusion with other communications exchanged between pilots and between air traffic services and pilots.

### 6.2 Area QNH zones

The Authority shall designate as an area QNH zone, portions of airspace from the surface of the Earth to a specified altitude, within which a common area QNH altimeter setting must be used.

### 6.3 Mountainous zones

The Authority shall designate a portion of airspace as a mountainous zone if, in the interests of safety, the Authority considers it necessary to increase the minimum obstacle clearance to provide additional height above terrain for IFR flights to accommodate the possible effects of turbulence, down draughts and other meteorological phenomena on the performance of aircraft.

### 6.4 Contraventions and penalties

Any person who contravenes or fails to comply with any provision or requirement under this Standard or its corresponding standards documents commits an offence and shall be liable to a prescribed penalty under ANR 157