

Civil Aviation Reform

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Civil Aviation Reform Act 1999

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Civil Aviation Reform Act 1999

TABLE OF AMENDMENTS

Civil Aviation Reform Act 1999 (No 16 of 1999) commenced on 12 April 1999, as amended by:

Amending Legislation	Date of Commencement
Civil Aviation (Reform) (Amendments) Promulgation 2008 (No 8 of 2008)	1 October 2008
Civil Aviation Reform (Amendment) Act 2019 (No 25 of 2019)	14 August 2019

[The next page is 115,201]

AN ACT RELATING TO THE REORGANISATION UNDER THE PUBLIC
ENTERPRISE ACT OF THE CIVIL AVIATION AUTHORITY OF FIJI

PART 1 — PRELIMINARY

[CIAR 1] Short title

1 This Act may be cited as the Civil Aviation Reform Act 1999.

[CIAR 2] Commencement

2 (1) This Act commences on a date or dates to be appointed by the Minister by notice in the Gazette.

(2) The Minister may appoint different dates for the commencement of different provisions of the Act.

[The next page is 115,401]

PART 2 — OPERATION OF AIRPORTS

DIVISION 1 — INTERPRETATION

[CIAR 3] Interpretation

3 In this Part—

aerial work means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue or aerial advertisement;

[def subst Act 25 of 2019 s 2, opn 14 Aug 2019]

aerodrome means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and **airport** has a corresponding meaning;

[def insrt Promulgation 8 of 2008 s 2, opn 1 Oct 2008]

airport

[def rep Promulgation 8 of 2008 s 2, opn 1 Oct 2008]

airport operator means a person that operates an airport;

Airports Fiji means Airports Fiji Limited, as that company exists from time to time (even if its name is later changed);

air traffic services means any of the following—

- (a) a flight information service;
- (b) an alerting service;
- (c) an air traffic advisory service;
- (d) an air traffic control service (comprising area control service and airport control service);

Authority means the Civil Aviation Authority of Fiji;

Chicago Convention means the Convention on International Civil Aviation concluded at Chicago on 7 December 1944, as amended;

commercial air transport means aircraft operations involving the transport of passengers, cargo or mail for hire or reward;

designated international agreement means—

- (a) the Chicago Convention;
- (b) any Annex to that Convention, adopted in accordance with that Convention;
or
- (c) an agreement or arrangement between the State and another country under which the carriage by air of passengers or freight, or both passengers and freight, between Fiji and the other country is permitted; and

private use means use other than for the purpose of commercial air transport or aerial work.

[The next page is 115,501]

[CIAR 4] Transfer of assets and liabilities from Authority to Airports Fiji

4 Pursuant to the reorganisation of the Authority under the Public Enterprise Act 1996, specified assets and liabilities of the Authority are to be transferred to Airports Fiji in accordance with, and under the provisions of, that Act.

[CIAR 5] Transfers of leases by State to Airports Fiji

5 (1) The State may transfer to Airports Fiji an airport, or other installation for the provision of services to aviation, or may grant to Airports Fiji a lease of an airport or an installation.

(2) The terms of a transfer or lease under subsection (1) are to be as agreed between the parties.

(3) The terms of a transfer or lease under subsection (1) may include provision for the payment by the State to Airports Fiji of amounts agreed in respect of services to be provided by Airports Fiji in the operation or management by it of the airport or installation.

(4) Any expenditure incurred by the State under this section is to be paid out of money appropriated by Parliament for the purpose.

[CIAR 6] Air Navigation Services

6 (1) The State may designate any entity to provide all or any of the following services, provided that entity is certified by the Authority as being competent to provide such services or service—

- (a) air traffic services;
- (b) aeronautical telecommunication services;
- (c) meteorological services for air navigation;
- (d) aeronautical information services; and
- (e) any other air navigation services,

in Fiji and in any area outside Fiji for which the State has, pursuant to a designated international agreement, undertaken to provide those services.

[subs (1) subst Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

(1A) Notwithstanding subsection (1) above, the State may designate an internationally acceptable entity to provide a specific air navigation services capability and the Authority may prescribe the conditions under which the use of that capability is acceptable.

[subs (1A) insrt Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

(2) Nothing in subsection (1) prevents Airports Fiji or any other entity designated by the State or an entity that is duly certified or approved by the Authority, with the approval of its shareholders, from providing services or facilities referred to in that subsection outside the Republic of Fiji.

[subs (2) am Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

(3) The State is responsible for the provision of a search and rescue service in respect of aircraft but it may make arrangements with Airports Fiji or any other entity designated by the State or an entity that is duly certified or approved by the Authority for it to provide the service on the State's behalf.

[subs (3) am Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

(4) In performing its functions under this section, Airports Fiji or any other entity designated by the State or an entity that is duly certified or approved by the Authority must act in accordance with—

- (a) any written directions of the Authority;
- (b) any manual for air navigation services or air traffic services approved by or acceptable to the Authority; and
- (c) any standard issued by the Authority.

[subs (4) am Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

(5) If Airports Fiji or any other entity designated under subsection (1) fails to carry out any written direction of the Authority given under subsection (4)(a), the Airports Fiji or the entity commits an offence and is liable on conviction to a fine not exceeding \$200,000 for the first occasion of the offence and to a fine not exceeding \$100,000 for each week or part thereof that the offence continues.

[subs (5) insrt Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

(6) If Airports Fiji or any other entity designated under subsection (1) fails to carry out any requirement of a manual approved or acceptable under subsection (4)(b) or any standard issued under (4)(c), Airports Fiji or the entity commits an offence and is liable on conviction to a fine not exceeding \$20,000 for the first occasion of the offence and to a fine not exceeding \$10,000 for each week or part thereof that the offence continues.

[subs (6) insrt Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

[s 6 am Promulgation 8 of 2008 s 3, opn 1 Oct 2008]

[CIAR 7] By-laws

7 (1) Airports Fiji may, with the approval of the Minister, in respect of an airport owned or managed by it, make by-laws for regulating the use and operation of the airport and the conduct of persons within the airport and, in particular, by-laws—

- (a) for securing the safety of aircraft, vehicles and persons using the airport and preventing danger to the public arising from the use and operation of the airport;
- (b) for preventing obstruction within the airport;
- (c) for regulating vehicular traffic within the airport and, in particular, for imposing speed limits on vehicles and for restricting or regulating the parking of vehicles or their use in any manner specified in the by-laws;
- (d) for prohibiting waiting by taxis except at stands provided by Airports Fiji;
- (e) for prohibiting or restricting access to any part of the airport;
- (f) for preserving order and safety within the airport and preventing damage to property at the airport; and
- (g) for regulating or restricting advertising within the airport.

(2) By-laws made under this section bind the State.

(3) A person who contravenes a by-law commits an offence and is liable on conviction to a fine of \$2,000 and to 6 months imprisonment.

[CIAR 8] Regulations giving effect to designated international agreements

8 (1) The Minister may make regulations to require Airports Fiji to act in a manner consistent with the State's obligations under—

- (a) a designated international agreement; or
- (b) an amendment of such an agreement,

in so far as the agreement, or any part of the agreement, is intended to affect the operation of airports that are open to access by international air transport.

(2) Regulations made for the purposes of this section must not come into operation before the agreement or amendment, as the case may be, enters into force, or comes into effect, for the Republic of Fiji.

[CIAR 9] Compliance by Airports Fiji with regulations

9 If—

(a) in relation to an international airport, Airports Fiji knowingly or recklessly contravenes a provision of any regulations made for the purposes of section 8; and

(b) the regulations declare that this section applies to that provision, Airports Fiji commits an offence and is liable on conviction to a fine of \$200,000.

[The next page is 115,601]

[CIAR 10] Certification or registration approval of aerodromes

10 (1) A person who operates an aerodrome except under a certificate or registration approval issued by the Authority under this section commits an offence and is liable on conviction to a fine not exceeding \$20,000.

(2) The Authority must not issue a certificate or registration approval to a person in respect of an aerodrome unless the Authority is satisfied that—

- (a) the person is competent to ensure the safe operation of the aerodrome in accordance with—
 - (i) the requirements of the Air Navigation Regulations 1981;
 - (ii) standards established by the Authority; and
 - (iii) except for a registered aerodrome used only for aerial work or private operations, a manual for the aerodrome acceptable to the Authority; and
- (b) the grant of the certificate or registration approval is in the public interest and not detrimental to aviation safety.

(3) Subject to subsection (2), the Authority must, upon application duly made to it, issue a certificate to a person authorising the person to operate an aerodrome if it is satisfied that—

- (a) in the case of an aerodrome for use by international air transport operations, the aerodrome is designed and operated in accordance with the aerodrome standards published by the Authority in the Standards Document — Aerodromes which shall be based on the International Civil Aviation Organisation’s *Annex 14 — Aerodromes*;
- (b) in the case of an aerodrome for use by domestic air transport operations, the aerodrome is designed and operated in accordance with the aerodrome standards published by the Authority in the Standards Document — Aerodromes; and
- (c) in the case of an aerodrome for aerial work use, private use or both but not for commercial air transport, the aerodrome is designed and operated in accordance with standards for an aerodrome for aerial work use, private use or both published by the Authority in the Standards Document — Aerodromes.

[subs (3) am Act 25 of 2019 s 3, opn 14 Aug 2019]

(4) Subject to subsection (2), the Authority must, upon application duly made to it, issue a registration approval to a person authorising the person to operate an aerodrome if the Authority is satisfied that—

- (a) the landing area is of adequate dimensions for the type of aircraft in respect of which remit is required, having regard to the elevation of the ground and the nature of any surrounding obstructions; and
- (b) the landing area is sufficiently level and smooth to present no danger to aircraft landing and taking off and is sufficiently firm, in the conditions in which it is to be used, to withstand the weight of the aircraft to be used.

[subs (4) am Act 25 of 2019 s 3, opn 14 Aug 2019]

(5) Subject to subsection (2), the Authority may issue a registration approval to a person authorising the use of a place as an aerodrome on such conditions as the Authority thinks fit.

(6) A person may be granted a certificate or registration approval in respect of an aerodrome for one or more of the following purposes—

- (a) commercial air transport;

- (b) aerial work; or
- (c) private use,

and a certificate or registration approval may be so granted authorising the aerodrome to be used by all types of aircraft or specified types of aircraft.

(7) Unless previously suspended or revoked by the Authority for breach of a condition, a certificate or registration approval remains in force for such period as is specified in the certificate or registration approval.

[subs (7) am Act 25 of 2019 s 3, opn 14 Aug 2019]

(8) Regulations made under section 29 of the Civil Aviation Authority of Fiji Act 1979 may prescribe fees for the issue of a certificate or registration approval.

(9) Any aerodrome that has been granted a licence or a permit or been given an approval under the legislation replaced by this amendment may continue to operate on that licence, permit or approval until the earlier of the following—

- (a) the aerodrome is certificated or granted a registration approval under this section;
- (b) the licence, permit or approval is suspended or revoked by the Authority;
- (c) the licence, permit or approval is cancelled by the Authority at the aerodrome operator's request; or
- (d) 1 July 2008.

[CIAR 11] Use of aerodromes

11 (1) Except in an emergency, the pilot of an aircraft must not cause the aircraft to take off or land at a place in Fiji other than an aerodrome that—

- (a) has been certificated or granted a registration approval under section 10; or
- (b) is operating under the approval of section 10(9), and in accordance with terms and conditions under which such approval has been issued or granted.

(2) The terms and conditions referred to in subsection (1)(b) include any terms or conditions (included in or attached to the approval document) relating to—

- (a) the type of aircraft which may take off and land at the airport; or
- (b) the use of the airport, whether for commercial air transport, aerial work or private use.

[CIAR 12] Charges for services in connection with aircraft

12 (1) The operator of an airport may from time to time determine charges for services performed and facilities provided at the airport in connection with aircraft.

(2) Charges under subsection (1) may be set by—

- (a) fixing the amounts;
- (b) fixing maximum amounts; or
- (c) setting a method of calculation.

(3) Notice of a determination under subsection (1) must be given to the Authority and must be published in the Gazette.

(4) This section does not apply in relation to a charge, fee or rent set under a contract, licence, lease or other agreement between the airport operator and a third person under which the airport operator provides premises, facilities or services at the airport to enable the third party to provide goods or services to passengers or the public at the airport.

[CIAR 13] Detention and sale of aircraft

13 (1) If default is made in the payment of charges determined under section 12 in respect of any aircraft, the airport operator may, subject to this section—

(a) detain, pending payment, either—

- (i) the aircraft in respect of which the charges were incurred (whether or not they were incurred by the person who is the operator of the aircraft at the time the detention begins); or
- (ii) any aircraft of which the person in default is the operator at the time the detention begins; and

(b) if the charges are not paid within 56 days of the date when the detention begins, sell the aircraft in order to satisfy the charges.

(2) An airport operator must not detain, or continue to detain, an aircraft under this section by reason of default in the payment of charges if the operator of the aircraft or any person claiming an interest in it—

- (a) disputes that the charges, or any of them, are due or, if the aircraft is detained under subsection (1)(a)(i) that the charges in question were incurred in respect of that aircraft; and
- (b) gives to the airport operator, pending the determination of the dispute sufficient security for the payment of the charges that are alleged to be due.

(3) An airport operator must not sell an aircraft under this section without the leave of the High Court, and the court must not give leave except on proof that—

- (a) a sum is due to the airport operator for charges under section 12;
- (b) default has been made in the payment of the charges;
- (c) the aircraft that the airport operator seeks leave to sell is liable to sale under this section by reason of the default;
- (d) reasonable steps have been taken to bring the application to the notice of all persons whose interests may be affected by a sale; and
- (e) reasonable opportunity has been given to all such persons to become a party to the proceedings on the application.

(4) In a sale under this section, the airport operator may—

- (a) execute all documents necessary to effect the sale; and
- (b) give effective title to the aircraft free of all encumbrances, leases and contracts of hire.

- (5) The proceeds of any sale under this section must be applied as follows—
- (a) first, in payment of any tax or duty owing to the Government;
 - (b) secondly, in payment of the expenses incurred by the airport operator in detaining, keeping and selling the aircraft, including its expenses in connection with the application to the High Court;
 - (c) thirdly, in payment of the charges that the High Court has found to be due, and the surplus, if any, must be paid to, or amongst, the person or persons whose interests in the aircraft have been affected by reason of the sale.
- (6) Subject to this section, a sale under this section may be on such terms as the airport operator thinks fit and nothing in this section requires the airport operator to sell the aircraft outside Fiji.
- (7) The power of detention and sale conferred by this section in respect of an aircraft extends to the equipment of the aircraft and any stores for use in connection with its operations (being equipment and stores carried in the aircraft), whether or not such equipment or stores are the property of the person who is its operator, and references to aircraft in this section include references to any such equipment and stores.
- (8) The power of detention and sale conferred by this section in respect of an aircraft extends to any aircraft document.
- (9) The power conferred by this section to detain an aircraft in respect of which charges have been incurred may be exercised on the occasion on which the charges have been incurred or on any subsequent occasion when the aircraft is at the airport at which those charges were incurred or at any other airport operated by the airport operator concerned.
- (10) Nothing in this section prejudices any right of the airport operator to recover any charges by civil process.
- (11) No action lies against an airport operator, or against an employee or agent of an airport operator acting in the course of the employment or agency for or in respect of—
- (a) loss or damage caused in detaining an aircraft in accordance with this section;
 - (b) loss of, or damage to, an aircraft so detained while it is in the custody, possession or control of the airport operator or of an employee or agent of the airport operator;
 - (c) any economic loss suffered by a person as a result of the detention or sale of the aircraft.
- (12) Subsection (11) does not cover loss or damage that is wilfully or negligently caused by an airport operator or an employee or agent of an airport operator.
- (13) In this section, “employee”, in relation to an airport operator, includes a director of the airport operator.

[CIAR 14] Regulations

- 14** (1) The Minister may make regulations prescribing all matters—
- (a) required or permitted by this Part to be prescribed; or
 - (b) necessary or convenient to be prescribed for carrying out or giving effect to this Part.
- (2) Regulations under subsection (1) may prescribe penalties for breach of regulations not exceeding a fine of \$5,000.

[CIAR 15] Transitional

- 15** (1) This Act does not prevent the amendment or repeal of the Air Navigation Regulations 1981 by regulations made under the Civil Aviation Act 1976.
- (2) Notwithstanding the amendments of the Air Navigation Regulations 1981 made by this Act, the Aeronautical Information Publications, Notices to Airmen, Information Circulars and other publications relating to air navigation issued by the Authority before the commencement of this Act continue in force and if after the commencement of this Act any of those publications becomes the responsibility of Airports Fiji, it is deemed to have been issued by Airports Fiji.

[CIAR 16] Consequential provisions on change of name to Civil Aviation Authority of Fiji

- 16** (1) A reference (express or implied) to the Civil Aviation Authority of Fiji in any written law, in any contract, instrument or register, in any other public or private document, or in any court proceedings is, unless the context otherwise requires, to be read and construed as a reference to the Civil Aviation Authority of Fiji.
- (2) No registrar or other person charged with the keeping of any books or registers is obliged solely by reason of the change of the name of the Authority to change the name of, or references to, the Authority in those books or registers or in any document.
- (3) The presentation to any registrar or other person of any instrument by the Authority—
- (a) executed or purporting to be executed by the Authority;
 - (b) relating to any property held immediately before the appointed day by the Authority; and
 - (c) containing a recital that the name of the Authority has been changed to the Civil Aviation Authority of Fiji in accordance with the laws of the State,
- is, in the absence of evidence to the contrary, sufficient to empower and require the registrar or other person to change the name of the Authority in any book, register or document to which the instrument refers.

[The next page is 121,801]

Airports Development and Security Charges Notice 2003

TABLE OF PROVISIONS

<i>Section</i>	<i>Title</i>	<i>Paragraph</i>
1	Airports Development Charge	[CIAR 10,005]
2	Airport Security Charge	[CIAR 10,010]
3	Exemption	[CIAR 10,015]
4	Forms and manner of payment	[CIAR 10,020]
5	Emergency	[CIAR 10,025]
6	Non-compliance	[CIAR 10,030]
7	Commencement	[CIAR 10,035]

[The next page is 121,901]

Airports Development and Security Charges Notice 2003

TABLE OF AMENDMENTS

Airports Development and Security Charges Notice 2003 (LN 10 of 2003) commenced on 1 May 2003, as amended by:

Amending Legislation	Date of Commencement
Airports Development and Security (Amendment) Charges 2011 (LN 52 of 2011)	1 July 2011

[The next page is 122,001]

[CIAR 10,005] Airports Development Charge

1 An international passenger shall pay to Airports Fiji Limited upon departure from Fiji, an airport development charge of \$5.75 at Nadi International Airport or Nausori Airport.

[para 1 am LN 52 of 2011 para 1, opn 1 July 2011]

[CIAR 10,010] Airport Security Charge

2 An international passenger shall pay to Airports Fiji Limited upon departure from Fiji, a passenger security charge of \$5.75 at Nadi International Airport or Nausori Airport.

[para 2 am LN 52 of 2011 para 2, opn 1 July 2011]

[CIAR 10,015] Exemption

3 The charges do not apply to the following persons—

- (a) a Head of State;
- (b) any member of the crew of any aircraft;
- (c) any member of the crew of an aircraft for the purpose of positioning that crew to carry out their duties as employees of an operator;
- (d) a child under the age of 12 years;
- (e) a passenger travelling in an aircraft being used specifically for the military, diplomatic or ceremonial purposes;
- (f) a passenger travelling in an aircraft being used to calibrate navigational aids in Fiji;
- (g) a passenger travelling on an aircraft engaged in a search and rescue mission;
- (h) any other person or a class of persons specifically exempted in writing by the Minister responsible for civil aviation.

[CIAR 10,020] Forms and manner of payment

4 The manner in which charges are to be paid and collected and all forms and procedures appropriate shall be determined by Airports Fiji Limited.

[CIAR 10,025] Emergency

5 If an aircraft lands in Fiji due to an emergency, the aircraft or the passengers (including the pilot and the crew on the aircraft), the passenger who departs Fiji (whether or not the passenger is on the same aircraft or whether or not the passenger leaves the airport or not) is exempted from the charges set out in paragraphs 1 and 2.

[CIAR 10,030] Non-compliance

6 A person or a passenger who fails to pay the charges set out in paragraphs 1 and 2 may be denied access to air side.

[CIAR 10,035] Commencement

7 These charges come into force on 1 May 2003.

[The next page is 124,001]

Domestic Passenger Service Charge Notice 2012

TABLE OF PROVISIONS

<i>Regulation</i>	<i>Title</i>	<i>Paragraph</i>
1	Domestic Passenger Service Charge	[CIAR 11,035]
2	Exemption	[CIAR 11,040]
3	Forms and manner of payments	[CIAR 11,045]
4	Non-compliance	[CIAR 11,050]
5	Commencement	[CIAR 11,055]

[The next page is 124,101]

Domestic Passenger Service Charge Notice 2012

TABLE OF AMENDMENTS

Domestic Passenger Service Charge Notice 2012 (LN 15 of 2012) commenced on 1 January 2012, as amended by:

Amending Legislation	Date of Commencement
Revised Edition of the Laws (Consequential Amendments) Regulations 2016 (LN 99 of 2016)	1 December 2016

[The next page is 124,201]

[CIAR 11,035] Domestic Passenger Service Charge

1 (1) A domestic passenger shall pay to Airports Fiji Limited, upon departure from its airports, a Domestic Passenger Service Charge of \$5 (VEP).

[para (1) am LN 99 of 2016 reg 59, opn 1 Dec 2016]

(2) The Domestic Passenger Service Charge shall be referred to as the “charge” and is to be charged inclusive of Value Added Tax.

[para (2) am LN 99 of 2016 reg 59, opn 1 Dec 2016]

[CIAR 11,040] Exemption

2 The charge does not apply to the following persons—

- (a) any member of the crew of any aircraft;
- (b) a passenger travelling in an aircraft engaged in a search and rescue mission;
- (c) a passenger travelling in an aircraft being used specifically for military, diplomatic or ceremonial purposes; and
- (d) any other person or a class of persons specifically exempted in writing by the Minister responsible for civil aviation.

[CIAR 11,045] Forms and manner of payments

3 The manner in which the charge is to be paid and collected and all forms and procedures appropriate shall be determined by Airports Fiji Limited.

[CIAR 11,050] Non-compliance

4 Any domestic passenger who fails to pay the charge shall be denied access to airside.

[CIAR 11,055] Commencement

5 The charge shall be deemed to have come into force on 1 January 2012.

[The next page is 126,201]

Domestic Chartered Flight Service Charge Notice 2012

TABLE OF PROVISIONS

<i>Section</i>	<i>Title</i>	<i>Paragraph</i>
1	Domestic Chartered Flight Service Charge	[CIAR 12,055]
2	Forms and manner of payments	[CIAR 12,060]
3	Non-compliance	[CIAR 12,065]
4	Commencement	[CIAR 12,070]

[The next page is 126,301]

Domestic Chartered Flight Service Charge Notice 2012

TABLE OF AMENDMENTS

Domestic Chartered Flight Service Charge Notice 2012 (LN 20 of 2012) commenced on 1 January 2012, as amended by:

Amending Legislation	Date of Commencement
Revised Edition of the Laws (Consequential Amendments) Regulations 2016 (LN 99 of 2016)	1 December 2016

[The next page is 126,401]

[CIAR 12,055] Domestic Chartered Flight Service Charge

1 (1) A domestic aircraft operator shall pay to Airports Fiji Limited, upon departure of a chartered aircraft from its airports, a Domestic Chartered Flight Service Charge of \$15 (VEP).

[para (1) am LN 99 of 2016 reg 58, opn 1 Dec 2016]

(2) The Domestic Chartered Flight Service Charge shall be referred to as the “charge” and is to be charged inclusive of Value Added Tax.

[para (2) am LN 99 of 2016 reg 58, opn 1 Dec 2016]

[CIAR 12,060] Forms and manner of payments

2 The manner in which the charge shall be paid and collected and all forms and procedures appropriate shall be determined by Airports Fiji Limited.

[CIAR 12,065] Non-compliance

3 Any domestic aircraft operator who fails to pay the charge shall be denied access to use the facilities of Airports Fiji Limited, including the apron and runways.

[CIAR 12,070] Commencement

4 The charge shall be deemed to have come into force on 1 January 2012.

[The next page is 150,001]