




CIVIL AVIATION AUTHORITY OF FIJI

Summary of Consultation on Proposed Regulation / Standards Changes

[Standards Document – Air Traffic Services (SD-ATS) Edition 5.0]

12-Jan-2025



1. Purpose of the Proposed Change

Amendment 54 to ICAO Annex 11, which becomes applicable on 27 November 2025, constitutes a consequential update arising from the fifth meeting of the Meteorology Panel (METP/5). This amendment is designed to clearly distinguish the regulatory functions of the ‘meteorological authority’ from the operational functions of the ‘meteorological service provider’.

2. Background of the proposed change

The Standards Document–Air Traffic Services (SD-ATS) was originally issued as the CAAFI Minimum Requirements Document in December 2001, transitioning to the SD-ATS in July 2004 to establish the initial certification standards for ATS Providers. Subsequent updates—the 2nd Edition (December 2007), 3rd Edition (August 2012), and 4th Edition (June 2019)—focused on reformatting and incorporating progressive amendments to ICAO Annex 11.

This proposed Edition 5.0 reflects the full transposition of ICAO Annex 11 as designated Part 2 of the SD-ATS. This edition also incorporates the consequential changes from ICAO Amendment 54 to Annex 11, which becomes applicable on 27 November 2025.

3. Summary of Consultation (include summary of comments/feedback received).

The industry consultation for the proposed Standards Document–Air Traffic Services, Edition 1.0 (Revised) was conducted from 27 October 2025 to 14 November 2025.

A reduced consultation period was implemented because the Ground Safety Department and the current Air Traffic Services Provider held a face-to-face consultation in Aug/Sep of 2025. The outcomes of that meeting are listed below in the APPENDIX – FEEDBACK RECEIVED section.

Regarding the Standards and Compliance Department, no responses were received via email or on the QA109 Form by the end of the consultation period.

Formal Summary of Revised Amendments (based on ATSP feedback): Revised SD-ATS Edition 5.0

The Authority has concluded a comprehensive evaluation of the feedback submitted by ATM concerning the proposed edition 5.0 of the SD-ATS. Each item within the feedback table has been reviewed, and the subsequent amendments have been integrated into the revised SD-ATS to ensure technical accuracy and regulatory alignment.

The following points summarise the key revisions:

1. Restructuring of Document: The SD-ATS has been restructured to improve clarity and ease of reference. All technical standards, some which were included in the current Edition 4.0 of the SD-

ATS, have now been relocated to Part 2, while Part 1 is now reserved exclusively for administrative requirements and local standards.

2. Inclusion of Special Use Airspace: A formal definition of "Special Use of Airspace", based on the SD-DCA, has been developed and inserted, supported by the inclusion of relevant provisions. This ensures the document is consistent with ICAO Annex 11, ICAO Doc 4444 (PANS-ATM), and the Fiji AIP (Table ENR 1.1-1).
3. Resolution of Regulatory Conflicts: A thorough review of the provisions has been conducted to identify and resolve any conflicting requirements between SD-DCA and SD-ATS.
4. Refinement of Facility and Operational Requirements: Standardised terminology has been adopted, such as the transition from "toilet" to "sanitary facilities" and "drink" to "beverage". Additionally, requirements for specific control positions have been adjusted to reflect current operational needs.
5. Verification of Cross-References and Numbering: A verification of internal references was performed. This included correcting numbering for sections related to records (e.g., updating references 2.37 and 2.38) and adjusting the sequence of various paragraphs to maintain logical flow.
6. Deletions and Obsolete Procedures: Several sections have been removed to reflect outdated procedures related to the VK and MI NDBs. Obsolete procedures, such as VORSEC descends and requirements for Nausori operations (3.6 of the SD-ATS Edition 4.0), have also been deleted.
7. Uplift of International Standards: The revised edition now incorporates ADS separation standards transposed directly from ICAO Annex 11 referencing Doc 4444, Chapter 8 (ATS Surveillance Application and Separation).

APPENDIX – FEEDBACK RECEIVED

Subject SD ATS -Ref	Feedback from ATM	Response from CAAF	Progress on the new SD ATS Edition .
Part 1			
2.3 Facility Requirements (b)(3) (i)(ii)	Change from (i) toilet to sanitary Facilities (ii) drink to beverage	Agree	Amended
(6)(x) and (xi)	Delete for approach control positions / or approach control ADS operating	Agree	Amended
2.21 (9)	To verify the reference	2.37 replace by 2.26	Amended and numbering change . 2.21 is 2.22 now
2.9 (a) (6)	To insert Ballistic Space Re- Entry Activity	Discuss	
2.11			Inserted - Special Use of Airspace .
2.12			Priorities
2.13			Deviation from an ATC Clearance
2.14			Aerodrome Flight Information Service
2.15			Flight Plans
2.16			Altimeter Setting Procedures
2.17			Radio and Telephone Procedures
2.18			Automatic Dependant Surveillance
2.19			Aircraft Emergencies and irregular operation
2.20			Action after serios incident or accident
2.21			Incidents
2.22 (9)	Under Records - To verify the reference used : 2.37	Verified and change 2.37 to 2.26 and 2.38	Records Amended
2.22 (10)	Under Records - To verify the reference used : 2.38	to 2.27	
2.22 (h) (2)	- To verify the reference used : 2.36		

2.23			Logbooks and Position Logs
2.24			Security
2.25			Service Disruptions
2.26			Internal Quality Assurance
2.27			Safety Management
2.28			Controller Pilot Data Link Communication
2.29	(45) delete – details of procedures for Nausori ops req	Agree	Exposition (45) Deleted
3.6 Nausori Airport	Delete	Agree	Deleted
			3.7 will now be moved to be 3.7
			3.8 will now be 3.7
3.9 Instrument Flight Procedure	Please clarify the basis for the inclusion of this para, given that SD-IFP is not included in the Related Documents in the Introduction Section above	Will remove 3.9 The new edition of the SD IFP has published ANNEX 1Appendix 7.	Deleted
5.6 Lateral Separation	Please verify whether this will be applicable in relation to AIC 05/09	Yes.	Applicable and GPS waypoint is added
Lat Sep Points NN VOR Holding Pattern	To be deleted, given the planned decommission of VK NDB & MI NDB	Agree	Deleted
LAT SEP Points – Nvakai NDB & NNVOR	Propose to remove given the planned decommission of VK NDB	Agree	Deleted
LAT SEP Points – MI NDB & NN VOR routes	To be removed given the planned decommission of MI NDB	Agree	Deleted
LAT SEP Points – NN VOR & Instrument Approach Area	Propose to remove	Agree	Deleted
ADS Separation 5.9 & 5.10	Please clarify?	Will be inserted (transpose from DOC 4444)	Inserted. Uplifted from DOC 4444 Chap 8 ATS Surveillance Application and Separation

5.11			Formation Flights
5.12			Reduced Runway Separation - in general
5.13			Reduced Runway Separation - dep vs dep
5.16 Operation on parallel Runways	Can this be reviewed given the absence of parallel runways in Fiji and no plans to introduce parallel runways in the mid-term?	Fiji Airports to confirm and then remove .	
Helicopter and unpowered aircraft 5.20	Please verify reference	Reference : 5.13 (4)	Change
5.22 Separation from active special use airspace	Please verify reference	Reference : 2.11	Amended (Special Use of Airspace -Inserted)
6.2 (c) DME descends	Is it VORSEC or VORTAC ?	Delete the phrase Descend VORSEC MDE steps because this is not used in Fiji	Deleted
Chapter 8 - Documentation	PAC -AIP to FSU to be considered All requested changes on the list of publications will be discussed by the team.	Agree will include	
Part 2			
Definition of Special use of Airspace	Insert Definition	Inserted	Inserted ICAO Annex 11 – Air Traffic Services and is also reflected in ICAO Doc 4444 (PANS-ATM) and ENR 5.1 of the ICAO AIP structure.