



ADOPTION OF AMENDMENT 55 TO ANNEX 11 - Air Traffic Services

Document Affected: SD-Air Traffic Services Edition 5 (09 Feb 2026)

Date of the Proposed Amendment: 16 April 2026

Effective Date of the Proposed Amendment: 03 August 2026

Applicable Date of the Proposed Amendment: 26 November 2026

Purpose of the Proposed Amendment:

Amendment 55 arises from:

- a) recommendations of the eleventh meeting of the Communications Panel — Operational Data Link Specific Working Group (CP-OPDLWG/11) concerning the deletion of obsolete references related to downstream clearances; and
- b) recommendations of the eighth meeting of the Flight Operations Panel (FLTOSP/8) concerning consequential changes to the definitions of area navigation, navigation specification and performance-based navigation.).

Details of the Proposed Amendment:

The amendment concerning the deletion of obsolete references aims to avoid the use of outdated guidance related to downstream clearances.

The amendment concerning consequential changes to the definitions of area navigation, navigation specification and performance-based navigation aims to harmonize terms across publications, resulting from the simplification of certain Standards and Recommended Practices (SARPs) in all parts of Annex 6 — *Operation of Aircraft*, as well as minor amendments, corrections and clarifications thereto.

Further to Amendment 55 to Annex 11, this edition of the Standards Document - Air Traffic Services (SD-ATS) also includes the deletion of references to the SD-ATSPL as these are now detailed in the SD-PEL. Appendix 4, from Edition 4.0 of the SD-ATSP, issued in 2019, has also been reinstated as Guidance Material for the ATSP with regard to Staffing Calculations.

SUMMARY OF AMENDMENTS – AMENDMENT 55 TO ANNEX 11 & EDITORIAL REPLACEMENTS

SECTION: SUMMARY OF AMENDMENTS TABLE

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
<u>Page: iv</u>	[Text of Amendment] <u>Edition 5.1</u>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: iv</u>	Source(s)] [Text of Amendment] <u>CAAF</u>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: iv</u>	Subject(s)] [Text of Amendment] <u>Adoption of Amendment 55 to Annex 11</u>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: iv</u>	Subject(s)] [Text of Amendment] <u>Replacing SD-ATSPL references with SD-PEL, and reinstating Appendix 4 (from Edition 4.0) into Part 1.</u>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: iv</u>	[Adopted/approved Effective Applicable] [Text of Amendment] <u>25 Mar 2026</u>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>



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SECTION: TOC

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
Page: vii Ref: 6	[Text of Amendment] Composition of designators for MLS/area navigation RNAV approach procedures 99	23/Jun/2026	SL Amendment 55 to Annex 11 & Amendments to Part 1

SECTION: PART 1: CERTIFICATION REQUIREMENTS

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
Page: 5 Ref: (5)	[Text of Amendment] facilitate, for rated air traffic service licence holders, compliance with the recent experience requirements of SD- ATSP PEL ; and	23/Jun/2026	SL Amendment 55 to Annex 11 & Amendments to Part 1
Page: 5 Ref: (b)	[Text of Amendment] The applicant shall establish procedures to ensure that personnel giving instruction in an operational environment hold an appropriate current ATS instructor competency certificate issued under SD- ATSP PEL .	23/Jun/2026	SL Amendment 55 to Annex 11 & Amendments to Part 1
Page: 5 Ref: (c)	[Text of Amendment] The applicant shall establish procedures to ensure that personnel carrying out assessment for the issue of licences, or the issue or validation of ratings, hold an appropriate current ATS instructor or examiner competency	23/Jun/2026	SL Amendment 55 to Annex 11 & Amendments to Part 1



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<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
	certificate issued under SD- ATSPLPEL .		
Page: 10 Ref: (5)	[Text of Amendment] activate a “stand-down” of ATS personnel as prescribed by SD- ATSPLPEL , where applicable.	23/Jun/2026	SL Amendment 55 to Annex 11 & <u>Amendments to Part 1</u>

SECTION: APPENDIX 1. ATS Manpower Planning —

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
Page: 24	[Text of Amendment] APPENDIX 4. ATS Manpower Planning	23/Jun/2026	SL Amendment 55 to Annex 11 & <u>Amendments to Part 1</u>
Page: 24	<i>[Technical Data/Formula/Diagram Omitted - Refer to Source]</i>	23/Jun/2026	SL Amendment 55 to Annex 11 & <u>Amendments to Part 1</u>
Page: 25	[Text of Amendment] * “Functional hours “means the hours when the position is occupied plus time for hand over.	23/Jun/2026	SL Amendment 55 to Annex 11 & <u>Amendments to Part 1</u>
Page: 25	[Text of Amendment] ** The “average number of hours” worked per year by a controller is obtained by subtracting from the days of the year the number of days the average controller is away from the facility. This figure is then multiplied by the average number of working hours per day of a controller.	23/Jun/2026	SL Amendment 55 to Annex 11 & <u>Amendments to Part 1</u>

SECTION: PART 2: CHAPTER 1. DEFINITIONS

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
<u>Page: 30</u>	[Text of Amendment] <i>Area navigation (RNAV).</i> A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 30</u> <u>Ref: Note</u>	[Text of Amendment] <i>Note.—Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.</i>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 35</u>	[Text of Amendment] <i>Area navigation</i> (RNAV) specification. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV,	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 36</u> <u>Ref: Note</u>	[Text of Amendment] <i>Note.—Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy,</i>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>



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<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
	<i>integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept. <u>Availability of a global navigation satellite system signal in space and/or some other navigation aid infrastructure is considered within the airspace concept in order to enable the navigation application.</u></i>		

SECTION: CHAPTER 3. AIR TRAFFIC CONTROL SERVICE — Application

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
<u>Page: 62</u> <u>Ref: Note</u>	<u>[Text of Amendment]</u> Note.— <i>Requirements relating to the application of downstream clearance delivery service are specified in Annex 10, Volume II. Guidance material is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).</i>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>



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SECTION: APPENDIX 2.

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
<u>Page: 94</u> <u>Ref: Note</u>	[Text of Amendment] <i>Note.— The principles governing the use of alphanumeric name-codes in support of <u>performance-based navigation (PBN)</u> RNAV SIDs, STARs and instrument approach procedures are detailed in the PANS-OPS (Doc 8168).</i>	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>

SECTION: APPENDIX 3.

<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
<u>Page: 100</u> <u>Ref: 6.</u>	[Text of Amendment] Composition of designators for MLS/ <u>area navigation</u> RNAV approach procedures	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 100</u> <u>Ref: 6.1.1</u>	[Text of Amendment] The plain language designator of an MLS/ <u>area navigation</u> RNAV approach procedure shall consist of:	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 100</u> <u>Ref: 6.2.1</u>	[Text of Amendment] The coded designator of an MLS/ <u>area navigation</u> RNAV approach procedure shall consist of:	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 100</u> <u>Ref: 6.3.1</u>	[Text of Amendment] The assignment of designators for MLS/ <u>area navigation</u> RNAV approach procedures shall be in accordance	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>



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<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
	with paragraph 3. Procedures having identical tracks but different flight profiles shall be assigned separate route indicators.		
<u>Page: 100</u> <u>Ref: 6.3.2</u>	<u>[Text of Amendment]</u> The route indicator letter for MLS/ area navigation RNAV approach procedures shall be assigned uniquely to all approaches at an airport until all the letters have been used. Only then shall the route indicator letter be repeated. The use of the same route indicator for two routes using the same MLS ground facility shall not be permitted.	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>
<u>Page: 101</u> <u>Ref: 6.4.2</u>	<u>[Text of Amendment]</u> <i>Meaning:</i> The designator identifies an MLS/ area navigation RNAV approach procedure which begins at the significant point HAPPY (basic indicator). HAPPY is a significant point not marked by the site of a radio navigation facility and therefore assigned a five-letter name-code in accordance with Appendix 2. The validity indicator ONE (1) signifies that either the original version of the route is still in effect or a change has been made from the previous version NINE (9) to the now effective version ONE (1). The route indicator ALPHA (A)	<u>23/Jun/2026</u>	<u>SL Amendment 55 to Annex 11 & Amendments to Part 1</u>



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<u>Reference Location</u>	<u>Text of Amendment</u>	<u>Date</u>	<u>Reason or Rationale</u>
	identifies one of several routes established with reference to HAPPY and is a specific character assigned to this route.		

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