AERONAUTICAL INFORMATION PUBLICATION

VANUATU

AIRPORTS VANUATU

GEN 0.1 PREFACE

1 PUBLISHING AUTHORITY

1.1 Airports Vanuatu Limited

1.1.1 The Aeronautical Information Publication Vanuatu (AIPV) is published by the authority of the Civil Aviation Authority Vanuatu (CAAV).

1.2 Aeronautical Information Service Providers

1.2.1 Airports Vanuatu Limited (AVL) is a corporation set up by government, contracted by CAAV to be the Aeronautical Service Provider to meet the requirements of Civil Aviation Rule Part 175.

Aeronautical Information Publication

1.2.2 The CAAV has delegated responsibility for the information published in Vanuatu relevant to operations within the Port Vila Sector of the Nadi FIR.

1.2.3 Aeropath is contracted by AVL to print the AIPV.

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2 Applicable ICAO Documents

2.1 General

2.1.1 The AIPV has been prepared in accordance with the Standards and Recommended Practices (SARPS) of ICAO Annex 15 and the guidance material in the ICAO Aeronautical Information Services Manual (Document 8126-AN/872/3).

2.2 Differences from ICAO

2.2.1 As noted in GEN 1.7, Differences from ICAO Standards, Recommended Practices and Procedures are published on the AVL website (www.airports.vu).

3 AIP Structure and Established Regular Amendment Interval

3.1 The AIP Structure

3.1.1 In accordance with Annex 15, this AIP is divided into three parts:

(a) **Part 1 — General (GEN)**, consisting of four sections, containing information of an administrative and explanatory nature; and

(b) **Part 2 — En-Route (ENR)**, consisting of six sections, contains information concerning the airspace and its use; and

(c) **Part 3 — Aerodrome (AD)**, consisting of two sections, containing information concerning aerodromes and their use.

3.2 Amendment Interval

3.2.1 As noted in GEN 3.1, amendments to the AIP are issued every AIRAC cycle (every 28 days).

4 NOTIFICATION OF ERRORS AND OMISSIONS

4.1 Error Notification

4.1.1 Any errors or omissions found in the AIP Vanuatu or any comments provided to improve the format and content of the AIP Vanuatu should be notified to:

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GEN 0.2 RECORD OF AIP AMENDMENTS

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1/2014	9 JAN 14	AMENDMENT INCORPORATED	
2/2014	24 JUL 14	AMENDMENT INCORPORATED	
1/2015	2 APR 15	AMENDMENT INCORPORATED	
2/2015	25 JUN 15	AMENDMENT INCORPORATED	
3/2015	17 SEP 15	AMENDMENT INCORPORATED	
1/2016	8 DEC 16	AMENDMENT INCORPORATED	
1/2017	2 FEB 17	AMENDMENT INCORPORATED	
2/2017	22 JUN 17	AMENDMENT INCORPORATED	
1/2018	1 FEB 18	AMENDMENT INCORPORATED	
1/2019	23 MAY 19	AMENDMENT INCORPORATED	

NUMBER	EFFECTIVE DATE	DATE ENTERED	ENTERED BY
1/2020	30 JAN 20	AMENDMENT INCORPORATED	
2/2020	26 MAR 20	AMENDMENT INCORPORATED	
1/2021	17 JUN 21	AMENDMENT INCORPORATED	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

AIP Supplements — Vanuatu are issued separately. Each issue includes a current checklist.

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NVSC AD 2-51.1	2 FEB 17
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NVVW AD 2-44.1	17 JUN 21
NVVW AD 2-44.2	17 JUN 21
NVVW AD 2-45.1	17 JUN 21
NVVW AD 2-45.2	17 JUN 21
NVVW AD 2-51.1	17 JUN 21
Blank	
NVVV AD 2-31.1	5 JUL 07
Blank	

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIPV

Refer to AIP Supplement — Vanuatu.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with the facilitation of international air navigation are as follows:

1 CIVIL AVIATION

1.1 Administrative Ministry

Ministry of Infrastructure and Public Utilities
PMB 9057
Port Vila
VANUATU
Tel (678) 22790/23266/25284
Fax (678) 27714

1.2 Regulator

Civil Aviation Authority
Private Mail Bag 9068
Port Vila
VANUATU
Tel (678) 23 301 (Director CAAV)
(678) 22 819 (0ffice)
Fax (678) 23 783
TELEX Nil
AFS Nil
Email civav@vanuatu.com.vu

1.3 Air Traffic Services/Air Navigation Services

Airports Vanuatu Limited
PO Box 131
Port Vila
VANUATU
Tel (678) 25 111
Fax (678) 25 532 (Administration)
(678) 24 459 (ATS)
TELEX Nil
AFS NVVVZTZX
Email info@vli.aero

1.4 Meteorology

Meteorology Department
Ministry of Infrastructure and Public Utilities
Private Mail Bag 9054
Port Vila
VANUATU

Tel	(678) 22 932 (forecast enquiries)
	(678) 24 686 (general enquiries)
Fax	(678) 22 310
TELEX	Nil
AFS	NVVVYMYX

1.5 Customs

Department of Customs
Private Mail Bag 9012
Port Vila
VANUATU

Tel	(678) 24 544
Fax	(678) 22 597

1.6 Immigration

Department of Immigration
Private Mail Bag 9092
Port Vila
VANUATU

Tel	(678) 22 354
Fax	(678) 25 492

1.7 Health

Department of Health
Private Mail Bag 9009
Port Vila
VANUATU

Tel	(678) 22 512
Fax	(678) 26 204

1.8 Agricultural Quarantine

Department of Livestock and Quarantine
Private Mail Bag 9095
Port Vila
VANUATU

Tel	(678) 23 519
Fax	(678) 23 185

1.9 Aircraft Accidents Investigation

Civil Aviation Authority Vanuatu
Private Mail Bag 9068
Port Vila
VANUATU

Tel	(678) 23 301 (Director CAAV)
	(678) 22 819 (Office)
Fax	(678) 23 783
TELEX	Nil
AFS	Nil
Email	civav@vanuatu.com.vu

1.10 Enroute and Aerodrome Charges

Airports Vanuatu Limited
PO Box 131
Port Vila
VANUATU

Tel	(678) 25 111
Fax	(678) 25 532 (Administration)
	(678) 24 459 (ATS)
TELEX	Nil
AFS	NVVVZTZX
Email	info@vli.aero

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 INTRODUCTION

1.1 General

1.1.1 The information in this section applies to Vanuatu and other operators conducting international flights to or from, or in transit through Vanuatu, and is given for the information and guidance of these operators. Compliance with the provisions and requirements of the relevant Vanuatu legislation and associated regulations and rules is required. Penalties for non-compliance are detailed in each Act. The information contained in this section does not replace, amend or change in any manner, the current regulations of the designated authorities that are of concern to international air travel.

1.1.2 International flights into, from or over Vanuatu territory shall be subject to the current Vanuatu regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.1.3 Aircraft flying into or departing from Vanuatu territory shall make their first landing at, or final departure from, an international aerodrome (refer to Sections AD 1.3, AD 2 and 3).

2 CIVIL AVIATION RULE REQUIREMENTS

2.1 General

2.1.1 Air Navigation Regulation 1981 45(1) (d) (ii) requires every operator not domiciled in Vanuatu who is conducting international air transport operations (the carriage of passengers or goods for hire or reward) to hold a Foreign Air Operator Certificate issued under Part 129, except where the operations are conducted for the purpose of medical emergencies, including evacuations, or the carriage of medical supplies or body organs.

2.1.2 Applications for the issue of a Foreign Air Operator Certificate are to be addressed to:

Civil Aviation Authority Vanuatu
Private Mail Bag 9068
Port Vila
VANUATU

Tel	(678) 23 301
Fax	(678) 23 783
TELEX	Nil
AFS	Nil
Email	civav@vanuatu.com.vu

2.1.3 There is a charge for issuing a Foreign Air Operator Certificate. The price will be advised when an application form is forwarded to the CAAV.

3 Civil Aviation Requirements

3.1 Scheduled Air Services

3.1.1 International airlines serving Vanuatu on a scheduled basis are required to hold an International Air Service Licence or an Open Aviation Market Licence. The CAAV is the licensing authority for foreign international airlines. Part 10 of the Civil Aviation Act No. 16 of 1999 and CAR Part 129 detail the provisions under which a scheduled international air service by a foreign operator to, from, or in transit through Vanuatu is required to operate.

3.2 Non-scheduled Flights

3.2.1 Non-scheduled flights are all international flights other than scheduled air services, and include charter, ferry, medevac/retrieval, and private flights.

3.3 Commercial Flights

3.3.1 Under Part 10 of the Civil Aviation Act No. 16 of 1999, commercial non-scheduled flights (non-scheduled flights engaged in the carriage of passengers, cargo or mail for remuneration or hire between Vanuatu and any other country or territory, but excluding medical-related flights), may be operated only as authorised by the CAAV and in accordance with such conditions as the CAAV may impose.

3.4 Non-commercial Flights

3.4.1 Operators of civil aircraft registered in states party to the Convention on International Civil Aviation desiring to make non-scheduled flights in transit across Vanuatu or to land in Vanuatu for non-commercial purposes are required to get flight approval from Airports Vanuatu Limited.

3.4.2 An international flight plan will not be accepted as adequate notice. Aircraft arriving outside published opening hours at a Customs airport will be charged for attendance by officers at the prescribed regulated hourly rate and for any associated expenses.

3.5 Applications for Approvals

3.5.1 Applications for non-scheduled commercial flights, which must be from the operator (not the charterer), may be made directly to Airports Vanuatu Limited. If, however, the aircraft is not registered in a state party to the ICAO Convention, the application should be submitted through the aviation authority of the State of Registry.

3.5.2 For preliminary inquiries, particularly in relation to a series of flights, operators and/or charterers should contact Airports Vanuatu Limited.

3.5.3 Applications and notice of flights should be addressed to:

General Manager Operations	Tel 678-25111 Mon–Fri 0800–1700 gmops@airports.vu
Apron Manager	Tel 678-25111 Mon–Fri 0800–1700 gnalpini@airports.vu

3.5.4 In order to avoid delay and inconvenience, flight applications should be made as early as possible. Apron parking is limited and priority is given to scheduled aircraft operations. Restrictions may be imposed to accommodate these scheduled aircraft. Arrival and departure times must be organised within ATS Hours of Service as stated in NOTAM.

3.5.5 All Flight Approvals issued by Airports Vanuatu Limited will be charged a standard fee of VT5,000. This will become effective as of 1 January 2017.

3.6 Information to be Supplied

3.6.1 The pilot of an aircraft on an unscheduled flight who intends to overfly Vanuatu or to use a Vanuatu airport for landing (including the nomination of a Vanuatu airport as an alternate) shall request such permission from ATS (ats@airports.vu), Tel 678-24 740 or Fax 678-24 459) prior to departure and include the following information:

(a) Name and address of the aircraft operator;

(b) Type and registration marks of the aircraft;

(c) Name, address and business of charterer;

(d) Proposed date and place of origin of flight;

(e) Routes including dates and times of arrival and departure;

(f) Number of passengers and/or nature and amount of freight;

(g) Purpose of flight; and

(h) Ground handling agent (if known).

3.6.2 However, no such permission is required for flights that fall into the following categories:

(a) Overflights by civil aircraft that have the nationality of an ICAO Contracting State, provided that the requirements of the ICAO Convention on International Civil Aviation are complied with; or

(b) Flights that require Port Vila or Santo as an alternate aerodrome provided the flight already has the authority to operate in Vanuatu and the ETA at the alternate is within the operational hours of the airport concerned.

3.6.3 All flights by foreign state aircraft as defined by the Convention will require diplomatic clearance from the Department of Foreign Affairs. Requests for such clearance should be submitted through the normal diplomatic channels giving a minimum of 3 full working days' notice.

4 Airports of Entry, Departure and Transit

4.1 Entry

Designated Airports

4.1.1 An aircraft arriving from outside Vanuatu is required to make its first point of arrival at a designated airport.

4.1.2 The following are designated airports in Vanuatu:

(a) Port Vila Airport, Efate Island

(b) Santo Airport, Espiritu Santo Island

(c) Tanna, Tanna Island

4.2 Departure

4.2.1 Aircraft must depart from one of the three airports listed above. Departure from other than these airports requires the permission of the Director of the Customs Department.

5 Requirements for Clearance of Aircraft

5.1 General

5.1.1 It is necessary that the aircraft documents shown in Table GEN 1.2-1 be submitted by airline operators for clearance on entry and departure of their aircraft to and from Vanuatu. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English in legible handwriting. No visas are required in connection with such documents.

Table GEN 1.2-1
Aircraft Documents Required (Arrival/Departure)

REQUIRED BY	GENERAL DECLARATION	PASSENGER MANIFEST	CARGO MANIFEST
CUSTOMS	1	1	1
IMMIGRATION		1	
AGRICULTURE/ QUARANTINE	1		1

Notes

One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.

If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

Three (3) copies of the Cargo Manifest need to be submitted in case of a transfer at Port Vila for Santo or vice versa.

6 Public Health Measures Applied to Aircraft

6.1 General

6.1.1 All arriving flights will be subject to insecticide spraying.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 INTRODUCTION

1.1 General

1.1.1 All passengers entering Vanuatu are required to present an acceptable passport or certificate of identity, and complete a Vanuatu Passenger Arrival Card.

1.1.2 The information sought on the Arrival Card is for Customs, Immigration and Quarantine purposes.

2 CUSTOMS REQUIREMENTS

2.1 General

2.1.1 The following Customs requirements are applicable:

(a) baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected by Customs authorities for inspection;

(b) no Customs formalities are normally required on departure.

3 IMMIGRATION REQUIREMENTS

3.1 General

3.1.1 No documents are required for passengers and crew arriving and departing on the same aircraft in transit or transferring to another flight at the same airport. These persons are not authorised to move outside the international airport transit area except on special authorisation from the authorities concerned.

3.1.2 Persons entering or leaving Vanuatu shall complete an arrival or departure card (one per person) and must hold a valid passport.

4 PUBLIC HEALTH REQUIREMENTS

4.1 General

4.1.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever, plague, typhoid or recurrent fever, and includes the following countries:

(a) Bangladesh

(b) India

(c) Myanmar (Burma)

(d) Philippines

(e) Thailand

(f) Vietnam

4.1.2 On departure, no health formalities are required.

GEN 1.4 ENTRY, DEPARTURE AND TRANSIT OF CARGO

1 CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

1.1 General

1.1.1 The IATA regulations relating to the carriage of restricted articles by air are applicable in Vanuatu and in respect of Vanuatu aircraft.

1.2 Entry

1.2.1 The Customs Act No. 15 of 1999 requires that all cargo arriving in Vanuatu be duly recorded in the Cargo Manifest. Such cargo is to be removed to an examining place designated by Customs for inspection if so required by the proper officer of Customs, prior to the collection by the importer or its agent.

1.3 Departure

1.3.1 The Customs Act No. 15 of 1999 requires that all cargo departing from Vanuatu be duly recorded in the Cargo Manifest. Such cargo is to be produced by the exporter at the Customs aerodrome of departure for inspection if so required by the proper officer of Customs.

1.4 Transit

1.4.1 No formalities are involved for transit cargo except as specified for animals in the Quarantine Regulations.

2 LIVESTOCK/QUARANTINE REQUIREMENTS

2.1 General

2.1.1 The Vanuatu quarantine regulations are contained in the Plant Protection Act No.14 of 1997.

2.1.2 The following information summarises a part of those regulations.

2.2 Arrival

2.2.1 Before arrival in Vanuatu the pilot-in-command of every aircraft is required to notify the airline's agent in Vanuatu whether or not there is on board the aircraft any condition that may lead to the spread of disease, and in particular whether any person who has become ill on board is suffering from diarrhoea or vomiting (not being caused by motion sickness) or has an abnormal temperature and a skin rash.

2.2.2 All aircraft arriving at a Customs place from a point beyond Vanuatu will be subject to health/agriculture spraying requirements. All aircraft entering Vanuatu must be treated to ensure insect pests within the cabins or holds are knocked down. Any of the four methods of treatment recommended by the World Health Organization are acceptable.

2.2.3 On arrival of the aircraft in Vanuatu and after the passengers have disembarked, the interior of the aircraft will be inspected by the Quarantine Officer for fruit, flowers or other agricultural products or foodstuffs left by the passengers or crew. The galley will also be inspected for food remnants. Anything found will be disposed of with the aircraft garbage.

2.2.4 No garbage is to be removed from the aircraft without the permission of the Quarantine Officer.

2.3 Special Conditions for the Importation of Animals and Plants

2.3.1 No aircraft carrying animals may transit through Vanuatu international airports unless prior permission has been granted by the Veterinary Officer, Department of Livestock/Quarantine, Ministry of Agriculture, Forestry and Fisheries.

2.3.2 The importation of a wide range of animals, animal products, plants and plant materials is prohibited. For further information contact the Ministry of Agriculture. Forestry and Fisheries (Department of Livestock/ Quarantine).

2.3.3 Items of agricultural concern, either in cargo or passengers' effects, will be subject to agricultural inspection and clearance at first point of entry.

2.3.4 A written baggage declaration for agricultural purposes is required from passengers and crew.

2.3.5 A copy of the aircraft cargo manifest covering all landing cargo is required by the Ministry of Agriculture, Forestry and Fisheries (Department of Livestock/Quarantine).

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 AIRCRAFT INSTRUMENT AND EQUIPMENT REQUIREMENTS

1.1 General

1.1.1 Commercial air transport operating into Vanuatu must carry documents and equipment as stipulated in the following documents:

(a) ICAO Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*,

    (i) Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents)

    (ii) Chapter 7 (Aeroplane Communication and Navigation Equipment).

(b) CAR Part 91, Subpart F.

2 EMERGENCY LOCATOR TRANSMITTER

2.1 Requirement to Have ELT Installed

2.1.1 In accordance with CAR 91.529, except as provided in 2.2.1, each aircraft operating in the Port Vila Sector of the Nadi FIR must have an automatic ELT installed.

2.2 Exceptions to Requirements

2.2.1 The exceptions to 2.1.1 are:

(a) An aircraft may be ferried from the place where possession of the aircraft was taken to a place where the aircraft ELT is to be installed if no passengers are carried.

(b) An aircraft with an inoperative aircraft ELT may be ferried from a place where repairs or replacement cannot be made to a place where they can be made if no passengers are carried on the aircraft.

(c) An aircraft equipped with no more than one seat is not required to have an ELT installed if the pilot is equipped with a portable ELT.

(d) An aircraft with an inoperative automatic ELT may be operated for a period of seven days inclusive if the aircraft is equipped with a portable ELT that is accessible to each person on board the aircraft.

(e) A glider is not required to have an ELT installed if at least one person carried in the glider is equipped with a portable ELT.

(f) A glider, or powered aircraft equipped with no more than one seat, is not required to have an ELT installed where the glider or aircraft is operated no more than 10NM from the aerodrome from which the glider or aircraft took off.

(g) Microlight aircraft and manned free balloons are not required to have an ELT installed.

3 Documents To Be Carried

3.1 General

3.1.1 The documents to be carried by aircraft operating in the Port Vila Sector of the Nadi FIR are prescribed in CAR 91.111.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 INTRODUCTION

1.1 General

1.1.1 It is essential that persons engaged in civil aviation be acquainted with all relevant legislation pertaining to civil aviation law in Vanuatu.

1.1.2 All references to statutes, regulations and orders include any amendments that have been made to them.

2 PRINCIPAL AVIATION LEGISLATION

2.1 Civil Aviation Act No. 16 of 1999

2.1.1 The principal aviation legislation in Vanuatu is the Civil Aviation Act No. 16 of 1999.

2.2 Civil Aviation Rules

2.2.1 Part 4 of Civil Aviation Act No. 16 of 1999 empowers the Minister of Infrastructure and Public Utilities to make rules, and the Director of Civil Aviation Authority Vanuatu to make emergency rules, to implement Vanuatu's ICAO obligations, and maintain a safe and efficient civil aviation system in Vanuatu.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES

1 INTRODUCTION

1.1 General

1.1.1 This AIP has been prepared in accordance with the Standards and Recommended Practices of ICAO Annex 15 and the guidance material in the ICAO Aeronautical Information Services Manual (Document 8126 — AN/872/3).

1.1.2 The Airports Vanuatu Limited website — www.airports.vu — provides links to a variety of services including the Vanuatu AIP.

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 UNITS OF MEASUREMENT

1.1 General

1.1.1 The units of measurement used for aeronautical purposes in Vanuatu are in accordance with the International System of Units (SI) adopted as a standard in ICAO Annex 5. Annex 5 also specifies the non-SI units for permanent use and alternate units for temporary use. Those alternate units applicable to Vanuatu are listed in Table GEN 2.1-1.

Table GEN 2.1-1
Alternate Units of Measurement

For measurement of	Units used
1	2
Distance used in navigation, position reporting etc.	Nautical miles and tenths
Altitudes, elevations and heights	Feet
Speed including wind speed	Knots
Vertical speed	Feet per minute

2 TIME SYSTEM

2.1 Coordinated Universal Time (UTC)

2.1.1 UTC is used for all flights within Vanuatu, air traffic and communications services, and in the text of AIP documents, with the day beginning at 0000 hours and ending at 2400 hours.

2.2 Vanuatu Time

2.2.1 Vanuatu is 11 hours ahead of UTC.

2.3 Date/Time Groups and Conversion Table

2.3.1 Date and time in civil aviation operations is expressed as a six-figure group of UTC day, hours and minutes, except that in NOTAM and pre-flight information bulletins a ten-figure group of year, UTC month, day, hours and minutes is used.

Examples:

13th April 2006, 4.35 PM UTC is expressed as 130435

4th April 2006, 4.35 PM UTC is expressed as 0604040435.

2.3.2 A UTC/Vanuatu local time conversion table is provided in Table GEN 2.1-2.

2.4 UTC/Vanuatu Local Time Conversion

2.4.1 The conversion from local time to UTC is shown in Table GEN 2.1-2.

Table GEN 2.1-2
UTC/Vanuatu Local Time Conversion

Vanuatu Local Time		
UTC	**12 HR CLOCK**	**24 HR CLOCK**
0000	11 am	1100
0100	NOON	1200
0200	1 pm	1300
0300	2 pm	1400
0400	3 pm	1500
0500	4 pm	1600
0600	5 pm	1700
0700	6 pm	1800
0800	7 pm	1900
0900	8 pm	2000
1000	9 pm	2100
1100	10 pm	2200
1200	11 pm	2300
1300	MIDNIGHT	2400
1400	1 am	0100
1500	2 am	0200
1600	3 am	0300
1700	4 am	0400
1800	5 am	0500
1900	6 am	0600
2000	7 am	0700
2100	8 am	0800
2200	9 am	0900
2300	10 am	1000

3 Geodetic Reference Datum

3.1 World Geodetic System 1984 (WGS84)

3.1.1 The geographical co-ordinates indicating latitude and longitude are expressed in terms of the WGS84.

3.1.2 The area of application for the published geographical co-ordinates coincides with the area of responsibility for Vanuatu Air Traffic Services.

3.1.3 WGS84 positions based on source data that does not meet the survey accuracies recommended in ICAO Annex 14 are marked with an asterisk *.

4 Aircraft Nationality and Registration Marks

4.1 Vanuatu Nationality and Registration Marks

4.1.1 The nationality mark for Vanuatu civil aircraft are the letters YJ. This nationality mark is followed by a hyphen and registration mark consisting of two letters followed by one or more numbers e.g. YJ-RV10.

5 PUBLIC HOLIDAYS

5.1 Vanuatu Public Holidays

5.1.1 The dates notified as public holidays in Vanuatu in 2020–2021 are in Table GEN 2.1-3.

Table GEN 2.1-3
Vanuatu Public Holidays

EVENT	2020 DATE	2021 DATE
New Year's Day	1 JAN	1 JAN
In Memory of the "Father of Independence" — Lini Day	21 FEB	21 FEB
Lini Day Holiday	—	22 FEB
Custom Chief's Day	5 MAR	5 MAR
Good Friday	10 APR	2 APR
Easter Monday	13 APR	5 APR
Labour Day	1 MAY	1 MAY
Ascension	21 MAY	13 MAY
Children's Day	24 JUL	24 JUL
Independence Day	30 JUL	30 JUL
Assumption Day	15 AUG	15 AUG
Assumption Day Holiday	—	16 AUG
Constitution Day	5 OCT	5 OCT
Unity Day	29 NOV	29 NOV
Unity Day Holiday	30 NOV	—
Christmas Day	25 DEC	25 DEC
Family Day	26 DEC	26 DEC
Family Day Holiday	—	27 DEC

GEN 2.2 ABBREVIATIONS AND DEFINITIONS USED IN AIS PUBLICATIONS

1 ABBREVIATIONS

1.1 General

1.1.1 The abbreviations used in the AIP Vanuatu are generally in accordance with those listed in ICAO Abbreviations and Codes PANS–ABC (Doc 8400), and CAR Part 1.

1.1.2 Abbreviations are correct in the use of upper and/or lower case where there is an applicable international standard, such as for units of measurement (ICAO ANNEX 5). Upper case is always used in communications on the aeronautical fixed service, such as transmission on the international AFTN, or in the text of NOTAM.

1.1.3 In the following listing:

*	means a non-ICAO abbreviation
†	means abbreviations and terms are to be transmitted as spoken words when using radiotelephony
‡	means abbreviations and terms are to be transmitted as individual letters when using radiotelephony

A

	A	Amber
	A/A	Air-to-air
	AAL	Above aerodrome level
	ABM	Abeam
	ABN	Aerodrome beacon
	ABT	About
	ABV	Above
	AC	Altocumulus
†	ACAS	Airborne collision avoidance system *(pronounced "AY-CASS")*
‡	ACC	Area control centre or area control
	ACCID	Notification of an aircraft accident

	ACFT	Aircraft
	ACK	Acknowledge
	ACL	Altimeter check location
	ACN	Aircraft classification number
	ACPT	Accept *or* accepted
	ACT	Active *or* activated *or* activity
	AD	Aerodrome
	ADA	Advisory area
	ADC	Aerodrome chart
	ADDN	Addition or additional
*	ADEP	Aerodrome of Departure
*	ADES	Aerodrome of Destination
†	ADIZ	Air defence identification zone *(pronounced "AY-DIZ")*
	ADJ	Adjacent
	ADR	Advisory route
	ADVS	Advisory service
	ADZ	Advise
	AES	Aircraft earth station
*	AFFF	Aqueous film forming foam
	AFIL	Flight plan filed in the air
	AFIS	Aerodrome flight information service
	AFM	Yes *or* affirm *or* affirmative *or* that is correct
	AFS	Aeronautical fixed service
	AFT	After ... *(time or place)*
‡	AFTN	Aeronautical fixed telecommunications network
	A/G	Air to ground
	AGA	Aerodromes, air routes and ground aids
	AGL	Above ground level
	AGN	Again
	AIC	Aeronautical information circular
	AIP	Aeronautical information publication
*	AIPV	Aeronautical information publication of Vanuatu
	AIRAC	Aeronautical information regulation and control
†	AIREP	Air report

	AIS	Aeronautical information services
	ALA	Alighting area
†	ALERFA	Alert phase
	ALRS	Alerting service
	ALS	Approach lighting system
	ALT	Altitude
	ALTN	Alternate or alternating *(light alternates in colour)*
	ALTN	Alternate *(aerodrome)*
	AMA	Area minimum altitude
	AMD	Amend
	AMS	Aeronautical mobile service
	AMSL	Above mean sea level
	ANS	Answer
	AOC	Aerodrome obstacle chart *(followed by type and name/title)*
	AP	Airport
	APCH	Approach
	APN	Apron
	APP	Approach control office *or* Approach control *or* Approach control service
	APR	April
	APRX	Approximate *or* approximately
	APSG	After passing
	APV	Approve *or* approved *or* approval
	ARC	Area chart
*	ARFL	Aerodrome reference field length
	ARFOR	Area forecast *(in aeronautical meteorological code)*
	ARNG	Arrange
	ARO	Air traffic services reporting office
	ARP	Aerodrome reference point
	ARR	Arrive *or* arrival
	AS	Altostratus
	ASC	Ascend to *or* Ascending to
	ASDA	Accelerate-stop distance available

	ASE	Altimetry system error
	ASPH	Asphalt
	AT...	At *(followed by time at which weather change is forecast to occur)*
‡	ATA	Actual time of arrival
‡	ATC	Air traffic control *(in general)*
*	ATCC	Air Traffic Control Centre
‡	ATD	Actual time of departure *or* Along Track Distance
	ATFM	Air traffic flow management
	ATM	Air traffic management
	ATN	Aeronautical telecommunication network
	ATP	At ... *(time or place)*
	ATS	Air traffic services
	ATTN	Attention
	AUG	August
	AUTH	Authorised *or* Authorisation
	AUW	All up weight
	AUX	Auxiliary
	AVBL	Available *or* Availability
	AVG	Average
†	AVGAS	Aviation gasoline
*	AWS	Automatic weather station
	AWTA	Advise at what time able
	AWY	Airway
	AZM	Azimuth

B

	B	Blue
*	B	Bitumen
	BA	Braking action
†	BASE	Cloud base
	BCFG	Fog patches
	BCN	Beacon *(Aeronautical ground light)*
	BCST	Broadcast
	BDRY	Boundary

	BECMG	Becoming
	BFR	Before
*	BI	Bi-directional
	BKN	Broken
	BL ...	Blowing *(followed by DU=dust, SA=sand or SN=snow)*
	BLDG	Building
	BLO	Below clouds
	BLW	Below ...
	BOMB	Bombing
	BR	Mist
	BRF	Short *(used to indicate the type of approach desired or required)*
	BRG	Bearing
	BRKG	Braking
	BS	Commercial broadcasting station
	BTL	Between layers
	BTN	Between
	BWR	Basic Weather Report

C

	C	Centre *(runway identification)*
	C	Degrees Celsius *(Centigrade)*
*	CAAV	Civil Aviation Authority Vanuatu
*	CAR	Vanuatu Civil Aviation Rules
*†	CASO	Civil Aviation Safety Order *(pronounced "KAYSO")*
	CAT	Category
	CAT	Clear air turbulence
‡	CB	Cumulonimbus *(pronounced "CEE BEE")*
	CC	Cirrocumulus
	CCA	(or CCB, CCC ... etc in sequence) Corrected meteorological message
	CD	Candela(s)
	CF	Change frequency to
*	CFM	Confirm *or* I confirm
	CGL	Circling guidance light(s)

	CH	Channel
	CI	Cirrus
‡	CIT	Near *or* over large town(s)
	CIV	Civil
	CK	Check
	CL	Centre line
	CLA	Clear type of ice formation
	CLBR	Calibration
	CLD	Cloud
	CLG	Calling
*	CLIAS	Climbing indicated speed
	CLR	Cleared *or* Cleared to ... *or* Clearance
	CLSD	Close *or* Closed *or* Closing
	CM	Centimetre
	CMB	Climb to *or* Climbing to
	CMPL	Completion *or* Completed *or* Complete
*	CMSD	Commissioned
	CNL	Cancel *or* Cancelled
	CNS	Communications, navigation and surveillance
*	COL	Column
	COM	Communications
	CONC	Concrete
	COND	Condition(s)
	CONS	Continuous
	CONST	Construction *or* Constructed
	CONT	Continue *or* Continued
	COOR	Coordinate or Coordination
	COORD	Coordinates
	COP	Change-over point
	COR	Correct *or* Corrected
	COT	At the coast
	COV	Cover *or* Covered *or* Covering
‡	CPDLC	Controller-pilot data link communications

	CRZ	Cruise
	CS	Cirrostratus
	CTA	Control area
	CTAM	Climb to and maintain
	CTC	Contact
	CTL	Control
	CTN	Caution
	CTR	Control zone
	CU	Cumulus
	CUF	Cumuliform
	CUST	Customs
	CVR	Cockpit voice recorder
	CW	Continuous wave
	CWY	Clearway

D

*	d	Day
	D ...	Danger area *(followed by identification)*
	DA	Decision altitude
*	DCAV	Director of Civil Aviation Vanuatu
	DCKG	Docking
	DCT	Direct *(in relation to flight plan clearances and type of approach)*
	DEC	December
	DEG	Degrees
	DEP	Depart *or* Departure
	DES	Descend to *or* Descending to
	DEST	Destination
†	DETRESFA	Distress phase
	DEV	Deviation *or* Deviating
	DH	Decision height
*	DISP	Displaced
	DIST	Distance
	DIV	Divert *or* Diverting *or* Diversion
	DLA	Delay *or* Delayed
	DLY	Daily

	DME	Distance measuring equipment
	DNG	Danger *or* Dangerous
	DOM	Domestic
	DP	Dew point temperature
	DPT	Depth
	DR...	Low drifting *(followed by DU=dust, SA=sand or SN=snow)*
	DR	Dead reckoning
	DRG	During
	DS	Dust storm
	DTAM	Descend to and maintain
	DTG	Date–time group
	DTHR	Displaced runway threshold
	DTRT	Deteriorate *or* Deteriorating
	DTW	Dual tandem wheels
	DU	Dust
	DUC	Dense upper cloud
	DUR	Duration
	DVOR	Doppler VOR
	DW	Dual wheels
	DZ	Drizzle

E

	E	East *or* Eastern longitude
	EAT	Expected approach time
	EB	Eastbound
*	ECT	Evening civil twilight *(end of daylight)*
	EET	Estimated elapsed time
	EFC	Expect further clearance
	EGPWS	Enhanced ground proximity warning system
	EHF	Extremely high frequency [30 000 to 300 000 MHz]
†	ELBA	Emergency locator beacon — aircraft
	ELEV	Elevation
	ELR	Extra long range
	ELT	Emergency locator transmitter
	EM	Emission
	EMBD	Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)*

	EMERG	Emergency
*	ENDC	Endurance
	ENE	East north-east
	ENG	Engine
	ENR	Enroute
	ENRC	Enroute chart *(followed by name/title)*
	EPIRB	Emergency position indicating radio beacon
	EOBT	Estimated off-blocks time
	EQPT	Equipment
	ER	Here … *or* Herewith
	ESE	East south-east
	EST	Estimate *or* Estimated
*	ESWL	Equivalent single wheel load
‡	ETA	Estimated time of arrival *or* estimating arrival
‡	ETD	Estimated time of departure *or* estimating departure
	ETO	Estimated time over a significant point
*	ETOPS	Extended-range twin-engine operations
	EV	Every
	EXC	Except
	EXER	Exercises *or* Exercising *or* to Exercise
	EXP	Expect *or* Expected *or* Expecting
	EXTD	Extend *or* Extending

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FC	Funnel cloud
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system

	FEB	February
	FG	Fog
	FIC	Flight information centre
‡	FIR	Flight information region
	FIS	Flight information service
	FL	Flight level
	FLD	Field
	FLG	Flashing
	FLR	Flares
	FLT	Flight
	FLTCK	Flight check
	FLUC	Fluctuating *or* Fluctuation *or* Fluctuated
	FLW	Follow(s) *or* Following
	FLY	Fly *or* Flying
	FM ...	From *(followed by time weather change is forecast to begin)*
	FM	From
‡	FMS	Flight management system
	FNA	Final approach
*	FPD	Flight plan designator
	FPM	Feet per minute
	FPR	Flight plan route
	FR	Fuel remaining
	FREQ	Frequency
	FRI	Friday
	FRNG	Firing
†	FRONT	Front *(relating to weather)*
	FRQ	Frequent
*	FS	Flight service
	FSL	Full stop landing
	FSS	Flight service station
	FST	First
	ft	Feet *(dimensional unit)*
	FU	Smoke

G

	G	Green
	G	Indicator for variations from the mean wind speed (gusts) *(used in the METAR/SPECI and TAF code forms)*
*	GA	General aviation
	G/A	Ground-to-air
	G/A/G	Ground-to-air and air-to-ground
	GAMET	Area forecast for low-level flights
	GEN	General
	GEO	Geographic *or* true
*	GG	Whole hours UTC
	GLD	Glider
†	GLONASS	Global orbiting navigation satellite system *(pronounced "GLO-NASS")*
	GND	Ground
	GNDCK	Ground check
‡	GNSS	Global navigation satellite system
	GP	Glide path
‡	GPS	Global Positioning System
*	GPWS	Ground proximity warning system
*	Gp	Group
	GR	Hail *or* soft hail
*	Gr	Grass
	GRASS	Grass landing area
	GS	Ground speed
	GUND	Geoid undulation

H

	H	High pressure area *or* the centre of high pressure
*	"H", "h"	Depth of flexible pavement
	H24	Continuous day and night service
	HBN	Hazard beacon
	HDG	Heading
	HEL	Helicopter
‡	HF	High frequency [3 000 to 30 000 kHz]
	HGT	Height *or* Height above
	HJ	Sunrise to sunset
	HLDG	Holding

	HN	Sunset to sunrise
	HO	Service available to meet operational requirements
	HOL	Holiday
	HOSP	Hospital aircraft
	hPa	Hectopascal
	HR	Hours
	HS	Service available during hours of scheduled operations
	HVY	Heavy
	HVY	Heavy *(used to indicate the intensity of weather phenomena, e.g. HVY RA=heavy rain)*
	HX	No specific working hours
	HYR	Higher
	HZ	Dust haze
	Hz	Hertz *(cycles per second)*

I

	IAC	Instrument approach chart
	IAF	Initial approach fix
	IAO	In and out of clouds
	IAR	Intersection of air routes
	IAS	Indicated air speed
	IBN	Identification beacon
*	ICAO	International Civil Aviation Organisation
	ICE	Icing
	ID	Identifier *or* Identify
†	IDENT	Identification
	IF	Intermediate approach fix
‡	IFR	Instrument flight rules
	IGA	International general aviation
‡	ILS	Instrument landing system
‡	IMC	Instrument meteorological conditions
	IMG	Immigration
	IMPR	Improve *or* improving
	IMT	Immediate *or* Immediately
	INA	Initial approach
	INBD	Inbound
	INC	In cloud

†	INCERFA	Uncertainty phase
†	INFO	Information
	INOP	Inoperative
	INP	If not possible
	INPR	In progress
	INS	Inertial navigation system
	INSTL	Install *or* Installed *or* Installation
	INSTR	Instrument
	INT	Intersection
	INTL	International
	INTRP	Interrupt *or* Interruption *or* Interrupted
	INTSF	Intensify *or* Intensifying
	INTST	Intensity
	ISA	International standard atmosphere
	ISB	Independent sideband
	ISOL	Isolated

J

JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

kg	Kilogram/s
kHz	Kilohertz
km	Kilometre/s
kmh	Kilometres per hour
kPa	KiloPascal/s
kt	Knot/s
kW	Kilowatt/s

L

	L	Left *(runway identification)*
*	L	Litres
	L	Locator *(see LM, LO)*
	L	Low pressure area *or* the centre of low pressure
*	“L”, “l”	Radius of relative stiffness of rigid pavement
	LAN	Inland
	LAT	Latitude
	LDA	Landing distance available
	LDG	Landing
	LDI	Landing direction indicator
	LEN	Length
	LF	Low frequency [30 to 300 kHz]
*	LFZ	Low flying zone
	LGT	Light *or* Lighting
	LGTD	Lighted
*	LL	Lower limit(s)
*	LL CA	Lower limit of controlled airspace
	LLZ	Localiser
	LNG	Long *(used to indicate the type of approach desired or required)*
*	LOA	Length overall
	LOC	Localiser
	LONG	Longitude
†	LORAN	Long range air navigation system
	LRG	Long range
*	LRNS	Long range navigation system
	LTD	Limited
	LTT	Landline teletypewriter
	LV	Light and variable *(relating to wind)*
	LVE	Leave *or* Leaving
	LVL	Level
	LYR	Layer *or* Layered

M

	M	Mach number *(followed by figures)*
	m	metre/s *(preceded by figures)*
	MAA	Maximum authorised altitude
	MAG	Magnetic
	MAINT	Maintenance
	MAP	Aeronautical maps and charts
	MAPt	Missed approach point
	MAR	March
	MAR	At sea
*	MAUW	Maximum all-up weight
	MAX	Maximum
	MAY	May
*	MCA	Minimum crossing altitude
*	MCT	Morning civil twilight *(beginning of daylight)*
*	MCTOW	Maximum certificated take-off weight
	MCW	Modulated continuous wave
	MDA	Minimum descent altitude
	MDH	Minimum descent height
	MEA	Minimum enroute altitude
*	MED	Medical
	MEHT	Minimum eye height over threshold *(for visual approach slope indicator systems)*
*	MEL	Minimum equipment list
†	MET	Meteorological *or* Meteorology
†	METAR	Aviation routine weather report *(in aeronautical meteorological code)*
	MET REPORT	Local routine meteorological report *(in abbreviated plain language)*
	MF	Medium frequency [300 to 3 000 kHz]
*	MFA	Minimum flight altitude
	MHz	Megahertz
	MIFG	Shallow fog
	MIL	Military
	min	Minute/s
	MKR	Marker radio beacon

	MNM	Minimum
	MNPS	Minimum navigation performance specifications
	MNT	Monitor *or* Monitoring *or* Monitored
	MNTN	Maintain
	MOA	Military operating area
	MOC	Minimum obstacle clearance *(required)*
	MOD	Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA=moderate rain.)*
	MON	Monday
	MOV	Move *or* Moving *or* Movement
	MOPS	Minimum operational performance standards
	MPS	Metres per second
	MRA	Minimum reception altitudes
	MRG	Medium range
	MRP	ATS/MET reporting point
	MS	Minus
*	MSA	Minimum safe altitude *(non-ICAO usage, based on Civil Aviation Rule Part 91.423)*
*	MSA 25 NM	Minimum sector altitude *(ICAO definition based on 25NM obstacle clearance)*
	MSG	Message
	MSL	Mean sea level
	MT	Mountain
*	MTOW	Maximum take-off weight
*	MTP	Maximum tyre pressure
	MTU	Metric units
	MTW	Mountain waves
	MWO	Meteorological watch office
	MX	Mixed type of ice formation *(white and clear)*

N

	N	North *or* Northern latitude
*	NA	Not authorised
	NAV	Navigation
	NB	Northbound
	NBFR	Not before
	NC	No change

‡	NDB	Non-directional radio beacon
*	NDT	Non-destructive testing
	NE	North-east
	NEB	North-eastbound
	NEG	No *or* Negative *or* Permission not granted *or* That is not correct
	NGT	Night
†	NIL	None *or* I have nothing to send you
	NM	Nautical miles
	NML	Normal
	NNE	North north-east
	NNW	North north-west
	NOF	International NOTAM office
†	NORDO	Non-radio equipped
†	NOSIG	No significant change *(used in trend-type landing forecasts)*
†	NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
	NOV	November
‡	NOZ	Normal operating zone
*	NPA	Non-precision approach
	NR	Number
*	NRCC	National Rescue Coordination Centre
	NRH	No reply heard
	NS	Nimbostratus
	NSC	Nil significant cloud
	NSW	Nil significant weather
*	NTL	National
*	NU	Not usable
	NW	North-west
	NWB	North-westbound
*	NWFC	National weather forecasting centre
	NXT	Next
*	NZ	New Zealand

O

	OAC	Oceanic area control centre
	OBS	Observe *or* Observed *or* Observation
	OBSC	Obscure *or* Obscured *or* Obscuring
	OBST	Obstacle
	OCA	Obstacle clearance altitude
	OCA	Oceanic control area
	OCC	Occulting *(light)*
	OCH	Obstacle clearance height
	OCNL	Occasional *or* Occasionally
	OCS	Obstacle clearance surface
	OCT	October
*	OEI	One engine inoperative
†	OFIS	Operational flight information service broadcasts
	OFZ	Obstacle free zone
	OHD	Overhead
†	OKTA	Eighths of sky cover
*	OL	Overland
*†	OMNI	Omni-directional
	OPC	The control indicated is operational control
†	OPMET	Operational meteorological *(information)*
	OPN	Open *or* Opening *or* Opened
	OPR	Operator *or* Operate *or* Operative *or* Operating *or* Operational
†	OPS	Operations
	O/R	On request
	ORD	Indication of an order
	OTLK	Outlook *(used in SIGMET messages for volcanic ash and tropical cyclones)*
	OTP	On top
	OUBD	Outbound
	OVC	Overcast
*	OW	Over water

P

	P ...	Prohibited area *(followed by identification)*
†	PANS	Procedures for air navigation services
†	PAPI	Precision approach path indicator
	PARL	Parallel
	PAX	Passenger(s)
	PCD	Proceed *or* Proceeding
	PCN	Pavement classification number
	PDG	Procedure design gradient
	PER	Performance
	PERM	Permanent
	PIB	Pre-flight information bulletin
†	PIREP	Pilot's report
	PJE	Parachute jumping exercise
	PLA	Practice low approach
*	PLA	Parachute landing area
	PLN	Flight plan
	PLVL	Present level
	PN	Prior notice required
	PNR	Point of no return
	PO	Dust/sand whirls *(dust devils)*
	POB	Persons on board
	POSS	Possible
	PPR	Prior permission required
	PPSN	Present position
	PRFG	Aerodrome partially covered by fog
	PRI	Primary
	PRKG	Parking
†	PROB	Probability
	PROC	Procedure
	PROV	Provisional
	PS	Plus
	PSG	Passing
	PSN	Position
	PSYS	Pressure system
	PTN	Procedure turn
*	PVT	Private
	PWR	Power

	Q	
‡	QDM	Magnetic heading *(zero wind)*
‡	QDR	Magnetic heading
‡	QFE	Atmospheric pressure at aerodrome level *(or at runway threshold)*
‡	QFU	Magnetic orientation of runway
‡	QNH	An altimeter sub-scale setting to obtain elevation when on the ground
‡	QTE	True bearing
‡	QUAD	Quadrant

	R	
	R	Red
	R	Right *(runway identification)*
	R...	Restricted area *(followed by identification)*
*	R...	VOR Radial, e.g. R345
	RA	Rain
	RAFC	Regional area forecast centre
	RAG	Ragged
	RB	Rescue boat
	RCA	Reach cruising altitude
	RCC	Rescue Coordination Centre
	RCH	Reach *or* Reaching
	RCL	Runway centre line
	RCLR	Recleared
	RDH	Reference datum height
	RDL	Radial
	RDO	Radio
	RE ...	Recent *(used to qualify weather phenomena, e.g. RERA=recent rain)*
	REC	Receive *or* Receiver
	REDL	Runway edge light(s)
	REF	Reference to ... *or* Refer to ...
	REG	Registration

†	REIL	Runway end identifier lights
	RENL	Runway end light(s)
	REP	Report *or* Reporting *or* Reporting point
	REQ	Request *or* Requested
	RERTE	Re-route
	RESA	Runway end safety area
*	RESTR	Restriction(s)
*	RF	Radio frequency
*	RFS	Rescue fire service
	RG	Range *(lights)*
	RHC	Right-hand circuit
	RIF	Re-clearance in flight
	RITE	Right *(direction of turn)*
	RL	Reporting leaving
	RLA	Relay to
	RLCE	Request level change enroute
	RLNA	Request level not available
	RMK	Remark(s)
†	RNAV	Area navigation *(pronounced "AR-NAV")*
	RNG	Radio range
*	ROC	Rate of climb
	ROD	Rate of descent
	ROFOR	Route forecast
*	ROL	Route operating limitation
	RON	Receiving only
	RPL	Repetitive flight plan
	RPLC	Replace *or* Replaced
*	RPM	Revolutions per minute
	RQMNTS	Requirements
	RR	Report reaching
	RSC	Rescue sub-centre
	RSCD	Runway surface condition
	RTE	Route
	RTF R	Radio telephone
	RTHL	Runway threshold light(s)
	RTN	Return *or* Returned *or* Returning

	RTS	Return to service
	RTZL	Runway touchdown zone light(s)
	RUT	Standard regional route transmitting frequencies
	RV	Rescue vessel
†	RVSM	Reduced vertical separation minimum
	RWY	Runway

S

	s	Second/s
	S	Indicator for state of the sea *(used in the METAR/SPECI code forms)*
	S	South *or* Southern latitude
	SA	Sand
	SALS	Simple approach lighting system
	SAN	Sanitary
	SAP	As soon as possible
	SAR	Search and rescue
	SARPS	Standards and recommended practices [ICAO]
	SAT	Saturday
†	SATCOM	Satellite communication
	SB	Southbound
	SC	Stratocumulus
	SCT	Scattered
	SDBY	Standby
	SE	South-east
	SEB	South-eastbound
	SEC	Seconds
	SECN	Section
	SECT	Sector
*	SEIFR	Single-engined IFR
†	SELCAL	Selective calling system
	SEP	September
	SER	Service *or* Servicing *or* Serviced
	SEV	Severe *(used to qualify icing and turbulence reports)*

	SFC	Surface
	SGL	Signal
	SH...	Showers *(followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or ice pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)*
	SHF	Super high frequency [3 000 to 30 000 MHz]
†	SID	Standard instrument departure
	SIF	Selective identification feature
	SIG	Significant
†	SIGMET I	Information concerning enroute weather phenomena which may affect the safety of aircraft operations
	SIGWX	Significant weather
	SIMUL	Simultaneous *or* Simultaneously
	SIWL	Single isolated wheel load
	SKC	Sky clear
	SKED	Schedule *or* Scheduled
	SLW	Slow
*	SOT	Start of take-off run available
*	SPA	Special procedures area
†	SPAR	Special aerodrome reports
†	SPECI	Aviation selected special weather report *(in aeronautical meteorological code)*
†	SPECIAL	Special meteorological report *(in abbreviated plain language)*
	SPOC	SAR point of contact
†	SPOT	Spot wind
	SQ	Squall
	SQL	Squall line
	SR	Sunrise
	SRG	Short range
	SRR	Search and rescue region
	SRY	Secondary
	SS	Sandstorm
	SS	Sunset
	SSB	Single sideband

	SSE	South south-east
	SST	Supersonic transport
	SSW	South south-west
	ST	Stratus
*	St	Stabilised
	STA	Straight-in approach
†	STAR	Standard instrument arrival
	STD	Standard
	STF	Stratiform
	STN	Station
	STNR	Stationary
	STOL	Short take-off and landing
	STS	Status
	STWL	Stopway light(s)
*	SUA	Special Use Airspace
	SUBJ	Subject to
	SUN	Sunday
	SUP	Supplement *(AIP Supplement)*
	SUPPS	Regional supplementary procedures
	SVC	Service message
	SVCBL	Serviceable
*	SVFR	Special visual flight rules
	SW	South-west
	SWB	South-westbound
	SWY	Stopway

T

	T	Temperature
*	T	True *(bearing, heading, track)*
	TA	Transition altitude
†	TAF	Aerodrome forecast
†	TAIL	Tailwind
	TAS	True air speed
	TAX	Taxiing *or* Taxi
*	TBA	To be advised
	TC	Tropical cyclone
*	TCAD	Traffic alert and collision avoidance device
*	TCAS	Traffic alert and collision avoidance system

*	TCH	Threshold crossing height — ILS, PRA, PAPI and VASIS glide path *(measured in feet above runway threshold)*
	TCU	Towering cumulus
	TDZ	Touchdown zone
	TDZE	Touchdown zone elevation
	TECR	Technical reason
	TEL	Telephone
†	TEMPO	Temporary *or* Temporarily
	TFC	Traffic
	TGL	Touch-and-go landing
	THR	Threshold
	THRU	Through
	THU	Thursday
†	TIL	Until
	TKOF	Take-off
	TL ...	Till *(followed by the time by which weather change is forecast to end)*
	TLOF	Touchdown and lift-off area
	TN	Indicator for minimum temperature *(used in the TAF code form)*
	TNA	Turn altitude
	TNH	Turn height
	TO	To ... *(place)*
	TOC	Top of climb
	TOD	Top of descent
	TODA	Take-off distance available
†	TOP	Cloud top
	TORA	Take-off run available
	TP	Turning point
	TR	Track
	TRA	Temporary reserved airspace
	TRANS	Transmits *or* Transmitter
†	TREND	Trend forecast
	TRL	Transition level
	TROP	Tropopause

	TS	Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*
	TS ...	Thunderstorm *(followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN=thunderstorm with rain and snow)*
*	TSO	Technical standard order
	TUE	Tuesday
	TURB	Turbulence
	TVOR	Terminal VOR
	TWR	Aerodrome control tower *or* Aerodrome control
	TWY	Taxiway
	TX	Indicator for maximum temperature *(used in the TAF code form)*
	TYP	Type of aircraft

U

*	U	Uphill
	UAB	Until advised by ...
	UAC	Upper area control centre
	UAR	Upper air route
	UFN	Until further notice
	UHDT	Unable higher due traffic
‡	UHF	Ultra high frequency [300 to 3 000 MHz]
	UIC	Upper information centre
‡	UIR	Upper flight information region
*	UL	Upper limit(s)
	ULR	Ultra long range
	UNA	Unable
	UNAP	Unable to approve
	UNL	Unlimited
	UNREL	Unreliable
	U/S	Unserviceable
‡	UTC	Coordinated universal time

V

	V	Indicator for variations from the mean wind direction *(used in the METAR/SPECI code forms)*
	VA	Volcanic ash
	VAAC	Volcanic ash advisory centre
	VAC	Visual approach chart
	VAR	Magnetic variation
	VC	Vicinity of the aerodrome *(followed by FG=fog, FC=funnel cloud, SH=showers, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand or BLSN=blowing snow, e.g. VCFG=vicinity fog)*
	VCY	Vicinity
	VER	Vertical
‡	VFR	Visual flight rules
‡	VHF	Very high frequency [30 to 300 MHz]
*	VHZ	Volcanic hazard zone
‡	VIP	Very important person
	VIS	Visibility
	VLF	Very low frequency [3 to 30 kHz]
	VLR	Very long range
	VMC	Visual meteorological conditions
	VNAV	Vertical navigation
†	VOLMET	Meteorological information for aircraft in flight
*	VNC	Visual navigation chart
‡	VOR	VHF Omni-directional radio range
*†	VORSEC	VOR/DME Minimum Sector Altitude Chart
†	VORTAC	VOR and TACAN combination
*	VPC	Visual planning chart
	VRB	Variable
	VSA	By visual reference to the ground
*	VSM	Vertical separation minimum
	VSP	Vertical speed
	VV	Vertical visibility *(used in the METAR/SPECI and TAF code forms)*

W

	W	West *or* Western longitude
	W	White
	WAC	World Aeronautical Chart — ICAO 1:1 000 000 *(followed by name/title)*
	WAFC	World area forecast centre
*	WAFS	World area forecast system — ICAO
	WB	Westbound
	WBAR	Wing bar lights
	WDI	Wind direction indicator
	WDSPR	Widespread
	WED	Wednesday
	WEF	With effect from *or* effective from
	WGS 84	World Geodetic System — 1984
	WI	Within
	WID	Width
	WIE	With immediate effect *or* effective immediately
†	WILCO	Will comply
	WINTEM	Forecast upper wind and temperature for aviation
	WIP	Work in progress
	WKN	Weaken *or* Weakening
*	WMO	World meteorological organisation
	WNW	West north-west
	WO	Without
	WPT	Way-point
	WRNG	Warning
	WS	Wind shear
	WSPD	Wind speed
	WSW	West south-west
	WT	Weight
	WTSPT	Waterspout
	WWW	Worldwide web
	WX	Weather

X

X	Cross
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YR	Your

Z

Z	Coordinated universal time

2 Definitions

2.1 List of Definitions

2.1.1 The definitions listed below are used in AIS publications:

Accelerate stop distance available (ASDA): Accelerate stop distance available for an abandoned take-off. ASDA is the declared length of the runway available, plus the length of the stopway (if provided).

Aerobatic Flight: Any intentional manoeuvre in which the aircraft is in sustained inverted flight or is rolled from upright to inverted or from inverted to upright position, or manoeuvres such as rolls, loops, spins, upward vertical flight culminating in a stall turn, hammerhead or whip stall, or a combination of such manoeuvres.

Aerodrome: Any defined area of land or water intended or designed to be used either wholly or partially for the landing, departure, surface movement, and servicing of aircraft. This includes any buildings, installations and equipment on or adjacent to the area used in connection with the aerodrome or its administration.

Aerodrome Ground Services: Services provided at an aerodrome, including Aeronautical Information Service pre-flight briefing, Air Traffic Services (aerodrome control, aerodrome flight information service, alerting service), Rescue Fire Service, Aviation Security Service, and MET service.

Aerodrome Traffic Circuit: The specified path to be flown by aircraft operating in the vicinity of an aerodrome.

Aeronautical fixed telecommunication network (AFTN): A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations.

Aircraft Operating Agency: The person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation.

Air Taxi: Instruction to a helicopter to proceed expeditiously from one point to another, normally below 100ft AGL and at speeds above 10kt.

Air Traffic Control (ATC): A service provided for the purpose of preventing collisions between aircraft, preventing collisions on the manoeuvring area between aircraft and obstructions, and expediting and maintaining a safe and efficient flow of air traffic.

Air Traffic Services (ATS): A set of services including air traffic control, flight information service, aerodrome flight information service (AFIS), alerting service, and any other service considered by the Director to be necessary or desirable for the safe and efficient operation of the civil aviation system.

Alerting service: A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assistance for such organisations as required.

An alerting service is provided to aircraft that:

(a) are provided with an air traffic control service; or

(b) file a flight plan; or

(c) submit a SARWATCH; or

(d) are known by any air traffic service to be in need of assistance (includes unlawful interference).

Altitude: The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

Change-over point (COP): The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omni-directional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

Change-over points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.

Controlled airspace: An airspace of defined dimensions within which an air traffic control service is provided to IFR flights, and to VFR flights, in accordance with the airspace classification.

Controlled flight: Any flight that is provided with an air traffic control service.

Decision Altitude (DA) or Decision Height (DH): A specified altitude or height in the precision approach, or approach with vertical guidance, at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. DA is referenced to mean sea level, and DH is referenced to the threshold elevation.

Design Aeroplane: The largest aeroplane the aerodrome is intended to serve. In the case of taxiway markings, the design aeroplane is the aeroplane with the greatest wheelbase that the aerodrome is intended to serve.

Design Helicopter: The largest helicopter the heliport is intended to serve.

Domestic: A term pertaining to either an aerodrome which is not a designated international aerodrome, airspace, Air Traffic Services, or flight operations contained wholly within the Port Vila Sector of the Nadi FIR.

Elevation: The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

Flight information service: A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum 1013.2 Hectopascals (hPa) (29.92 inches) and is separated from other such surfaces by specific pressure intervals.

Height: The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

Hover Taxi: Instruction to a helicopter to proceed at a slow speed above the surface, normally below 20kt and in ground effect.

International Civil Aviation Organization (ICAO): The United Nations specialised agency established under the convention on international civil aviation (Chicago convention). Vanuatu is a signatory to this convention. Standards and recommended practices contained in the annexes to the convention form the basis for the Vanuatu aviation regulatory regime, and are often referred to as “ICAO standards”.

Level: A generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude or flight level.

A pressure type altimeter calibrated in accordance with the Standard Atmosphere:

(a) when set to a QNH altimeter setting, will indicate altitude; and

(b) when set to a pressure of 1013.2 hPa (29.92 in), may be used to indicate flight levels.

The terms “height” and “altitude” used above indicate altimetric rather than geometric heights and altitudes.

Manoeuvring area: That part of an aerodrome to be used for the take-off and landing of aircraft, and for the surface movement of aircraft associated with take-off and landing, but does not include areas set aside for loading, unloading, or maintenance of aircraft.

Minimum Descent Altitude (MDA) or Minimum Descent Height (MDH): A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference. MDA is referenced to mean sea level and MDH is referenced to the aerodrome elevation or to the threshold elevation if that is more than 7ft below the aerodrome elevation. MDH for a circling approach is referenced to the aerodrome elevation.

Minimum enroute altitude (MEA): MEA is the lowest altitude at which adequate NDB signal can be received on an NDB route.

Minimum flight altitude (MFA): The lowest level at or above the route sector minimum safe altitude/MRA/MEA or upper limit of Volcanic Hazard Zone or Danger/Restricted Area, as appropriate, in accordance with the direction of flight as prescribed in CAR Rule Part 91.425.

Minimum reception altitude (MRA): MRA is the lowest altitude at which adequate VOR signal can be received on a VOR route.

Minimum safe altitude: The lowest altitude, rounded up to the nearest 100ft, which provides the terrain clearance required by CAR 91.423. Note that this is not the ICAO MSA (minimum SECTOR altitude) which in Vanuatu is referred to as MSA 25NM — see below.

Minimum sector altitude (MSA 25NM): The lowest altitude that may be used under emergency conditions that will provide a minimum clearance of 1000ft above all objects located in an area contained within a sector of a circle of 25NM radius centred on a radio aid to navigation (2000ft in designated mountainous zones).

NOTAM: A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. NOTAM are distributed by means of telecommunications.

Rated coverage: The rated coverage of an NDB is the area surrounding the NDB within which bearings can be obtained with an accuracy sufficient for the nature of the operation concerned. The area is defined by a radial distance from the NDB. This is similar to the ICAO term effective coverage.

Required navigation performance (RNP): A statement of navigation performance accuracy necessary for operation within a defined area of airspace. RNP type means a containment value, expressed as a distance in nautical miles from the intended position, within which flights would be for at least 95% of the total flight time.

SARTIME: The time nominated by a pilot for the initiation of alerting action.

Terminal Controlled Airspace: CTA airspace established to provide services to controlled flights operating to/from aerodromes located beneath that airspace.

Transition altitude: The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

Transition level: The lowest flight level available for use above the transition altitude. May also be known as the Lowest Usable Flight Level. The transition level is FL130.

Transition layer: The airspace between the transition altitude and the transition level.

Vicinity of an Aerodrome: An area around an aerodrome where aircraft carry out manoeuvres associated with entering, leaving, or operating within the circuit. The size of this area will depend on the type of aircraft operating in the circuit and shall not extend laterally beyond 10NM from the aerodrome.

Visual Meteorological Conditions (VMC): Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

VMC varies according to the type of airspace, and is equivalent to the MET requirements for VFR flight in that class of airspace (Refer ENR 1.2 Visual Flight Rules).

Visual Reference: Continuous reference to terrain (land or water).

GEN 2.3 CHART SYMBOLS

1 AERODROME CHART SYMBOLS

1.1 Aerodrome Chart Symbols Legends

1.1.1 Examples of aerodrome chart symbols are provided in Figure GEN 2.3-1 and Figure GEN 2.3-2.

1.1.2 Examples of airspace and radio navigation chart symbols are provided in Figure GEN 2.3-3.

Figure GEN 2.3-1
Aerodrome Chart Symbols

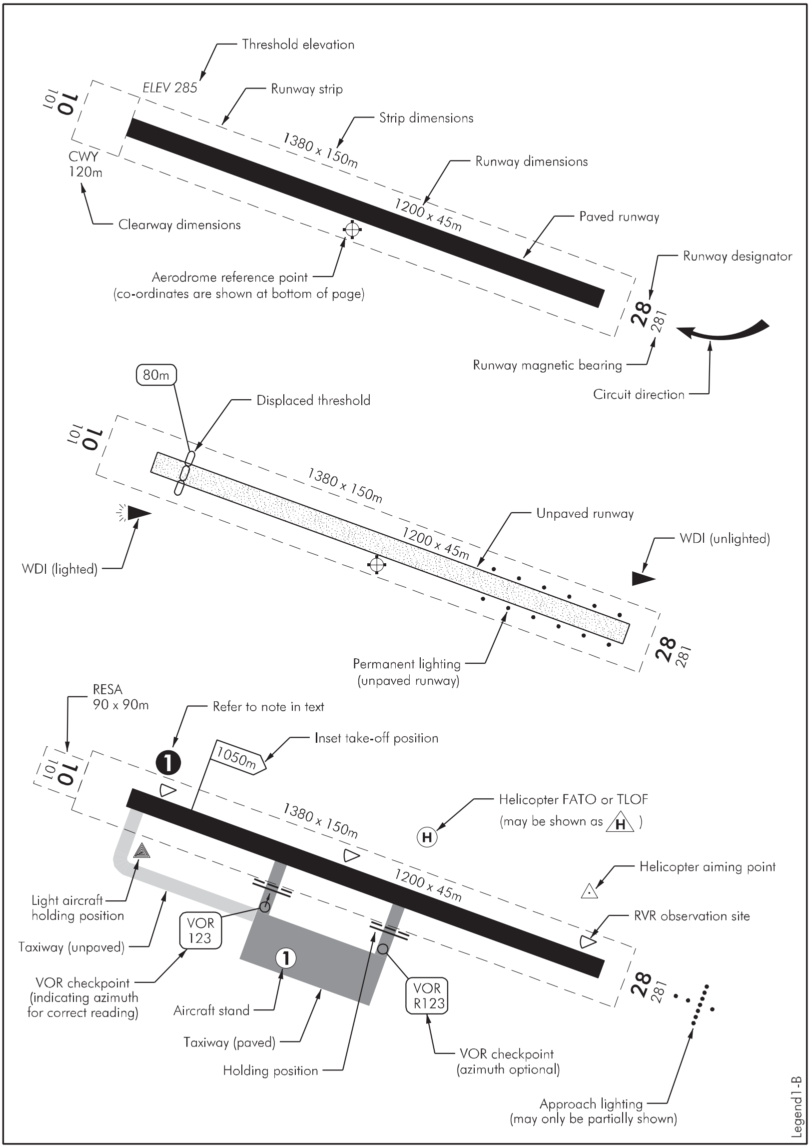


Figure GEN 2.3-2
Aerodrome Chart Symbols

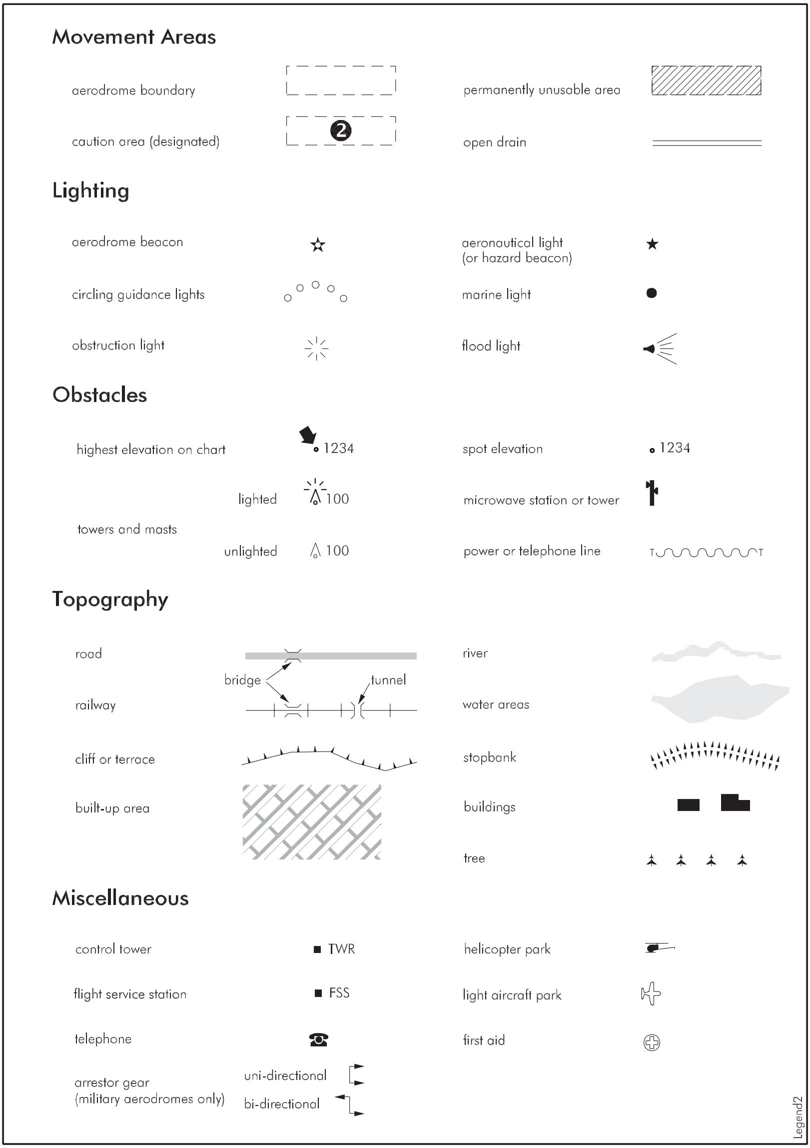
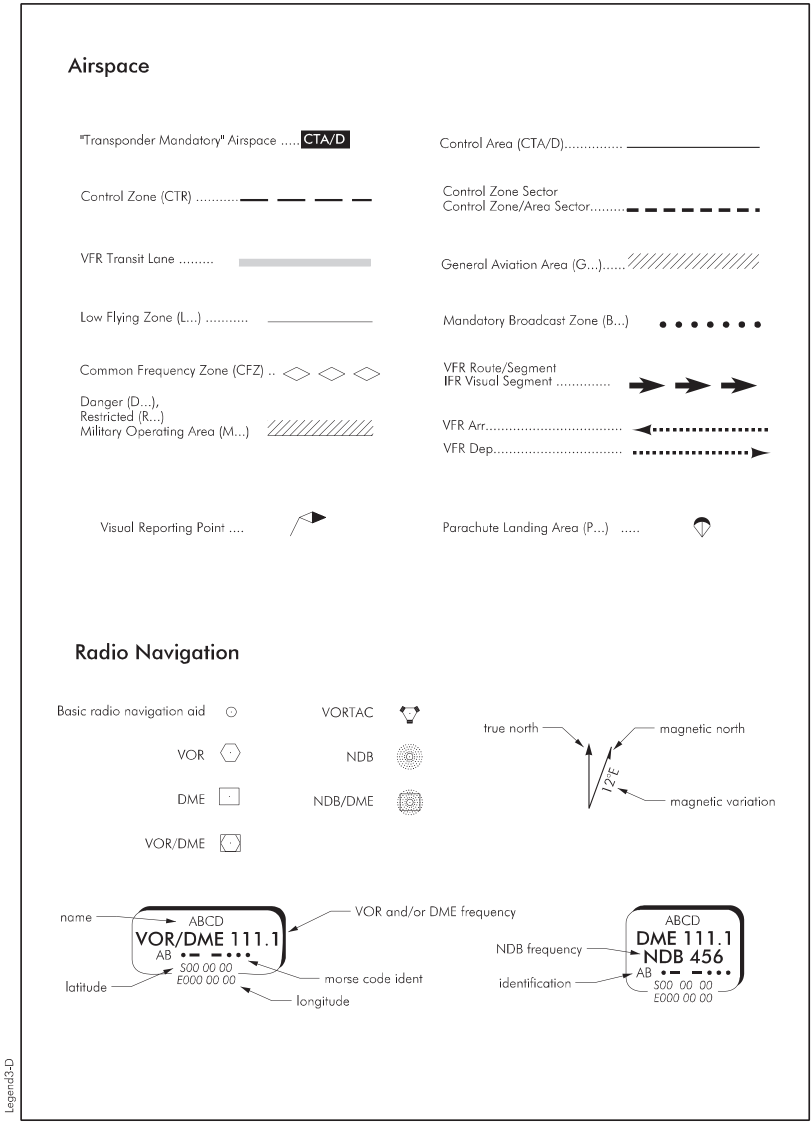


Figure GEN 2.3-3
Airspace and Radio Navigation Chart Symbols



2 INSTRUMENT CHART SYMBOLS

2.1 Instrument Chart Symbols Legends

2.1.1 Examples of instrument chart symbols are provided in Figure GEN 2.3-4 to Figure GEN 2.3-8.

Figure GEN 2.3-4
Instrument Chart Symbols

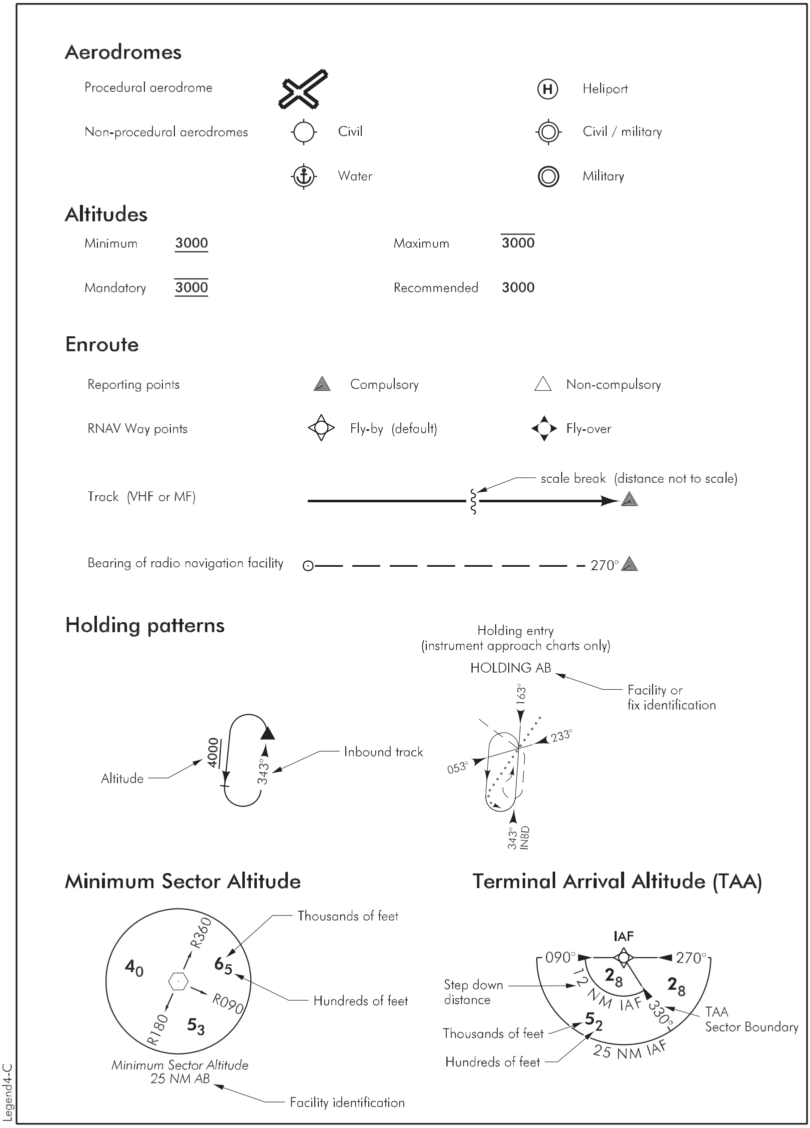


Figure GEN 2.3-5
Instrument Chart Symbols

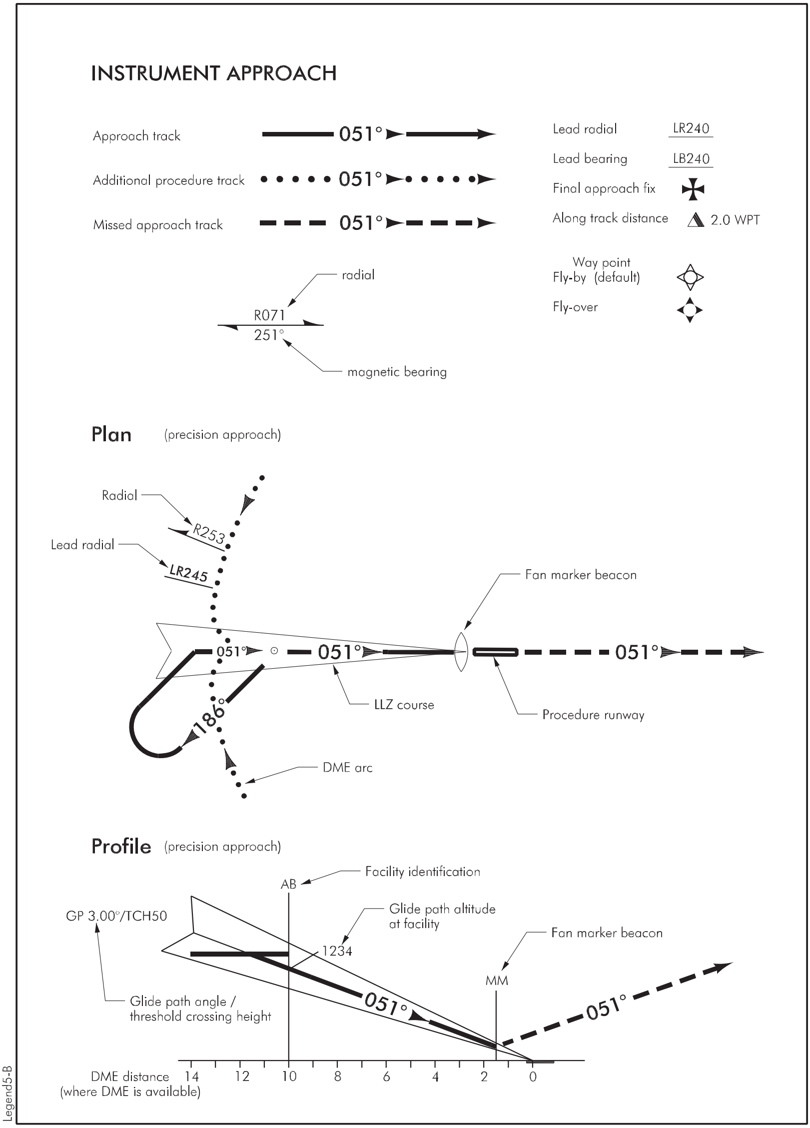


Figure GEN 2.3-6
Instrument Chart Symbols

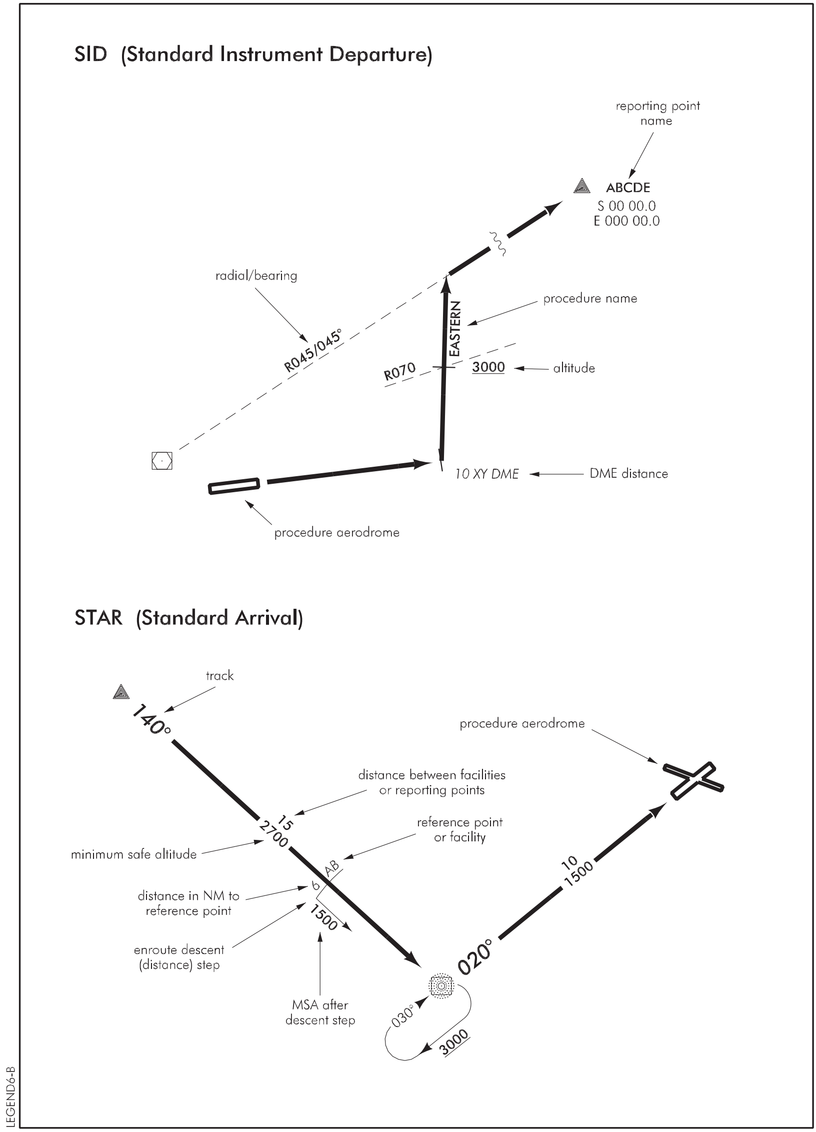


Figure GEN 2.3-7
Instrument Chart Symbols

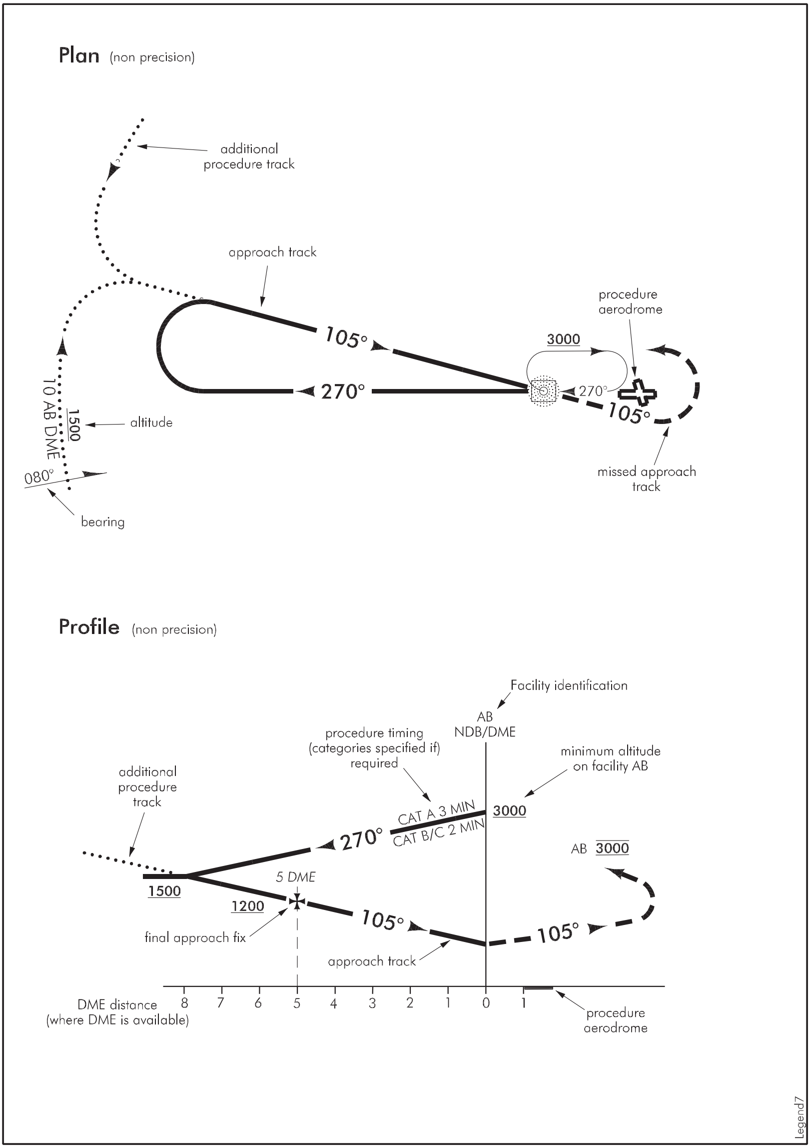
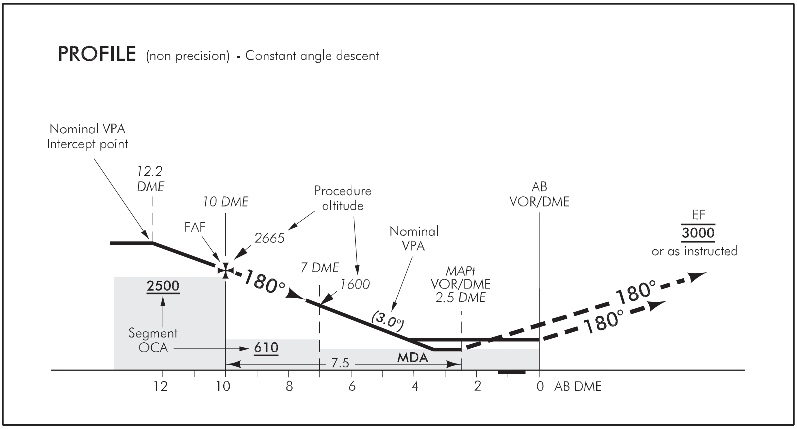


Figure GEN 2.3-8
Instrument Chart Symbols



GEN 2.4 LOCATION INDICATORS

1 LOCATION INDICATORS

1.1 Purpose

1.1.1 Location Indicators are used to indicate place names or facilities in code form. They facilitate the exchange of messages on the Aeronautical Fixed Telecommunication Network (AFTN), and eliminate the need for including the full name of such locations in the address, origin, or text of messages.

1.2 Location Indicator Encode/Decode

1.2.1 The following lists contain the location indicators assigned to Vanuatu locations. A complete list of international location indicators is contained in ICAO Document 7910.

1.2.2 Location indicators that are assigned to locations to which messages cannot be addressed over the AFTN are identified by an asterisk (*).

1.2.3 Only Port Vila Air Traffic Services and the Meteorological Service are connected to the AFS.

2 ENCODE/DECODE

Table GEN 2.4-1
Location Indicator Encode/Decode

ENCODE		DECODE	
NAME	**LOCATION INDICATOR**		**NAME**
Ablow (Mota Lava)	NVSA*	NVSA*	Ablow (Mota Lava)
Aneityum	NVVA*	NVSC*	Sola
Aniwa	NVVB*	NVSD*	Torres
Craig Cove	NVSF*	NVSE*	Emae
Dillon s Bay	NVVD*	NVSF*	Craig Cove
Emae	NVSE*	NVSG*	Longana
Futuna	NVVF*	NVSH*	Sara
Gaua	NVSQ*	NVSI*	Paama
Ipota	NVVI*	NVSL*	Lamap
Lamap	NVSL*	NVSM*	Lamen Bay
Lamen Bay	NVSM*	NVSN*	Maewo
Longana	NVSG*	NVSO*	Lonorore
Lonorore	NVSO*	NVSP*	Norsup
SANTO	NVSS	NVSQ*	Gaua

ENCODE		DECODE	
NAME	LOCATION INDICATOR		NAME
Maewo/Naone	NVSN*	NVSR*	Redcliff
Norsup	NVSP*	NVSS	SANTO
N W Santo (Lajmoli)	NVSZ*	NVST*	Tongoa
Paama	NVSI*	NVSU*	Ulei
PORT VILA	NVVV	NVSV*	Valesdir
Quoin Hill	NVVQ*	NVSW*	Walaha
Redcliff	NVSR*	NVSX*	South West Bay
Sara	NVSH*	NVSZ*	N W Santo (Lajmoli)
Sola	NVSC*	NVVA*	Aneityum
South West Bay	NVSX*	NVVB*	Aniwa
Tongoa	NVST*	NVVD*	Dillon’s Bay
Torres	NVSD*	NVVF*	Futuna
Ulei	NVSU*	NVVI*	Ipota
Valesdir	NVSV*	NVVQ*	Quoin Hill
Walaha	NVSW*	NVVV	PORT VILA
TANNA	NVVW*	NVVW*	TANNA

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

1 RADIO NAVIGATION AIDS

1.1 List of Aids

1.1.1 Table GEN 2.5-1 lists radio navigation aids within the Port Vila Sector of the Nadi FIR.

Table GEN 2.5-1
Radio Navigation Aids

ID	STATION NAME	FACILITY	PURPOSE
BA	PORT VILA	NDB	AE
IBF		DME	A
IBF		LOC	A
VLI	PORT VILA	VOR/DME	AE
SON	SANTO	NDB/DME	AE
WG	TANNA	NDB	A

STATION NAME	FACILITY	ID	PURPOSE
PORT VILA	NDB	BA	AE
	VOR/DME	VLI	AE
	DME	IBF	A
	LOC	IBF	A
SANTO	NDB/DME	SON	AE
TANNA	NDB	WG	A

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GEN 2.6 CONVERSION TABLES

1 CONVERSION TABLES

1.1 Unit Conversions

1.1.1 Unit conversions are provided in Table GEN 2.6-1.

Table GEN 2.6-1
Unit Conversions

TO CONVERT	INTO	MULTIPLY BY	DIVIDE BY
Celsius	Fahrenheit	1.8 and add 32	
Centimetres	Inches	0.3937	2.54*
Fahrenheit	Celsius	Subtract 32 and Multiply by 0.555	Subtract 32 and Divide by 1.8
Feet	Metres	0.3048*	
Imp. Gallons	US Gallons	1.200956	
Imp. Gallons	Litres	4.546092	
Inches	Centimetres	2.54*	
Kilograms	Pounds	2.2046226	
Kilometres	US and International Nautical Miles	0.5399568	
Kilometres	UK Nautical Miles	0.5396118	
Kilopascals	Pounds per square inch	0.14504	
Litres	Imp. Gallons	0.22	
Litres	US Gallons	0.2643	
Metres	Feet	3.2808	0.3048*
Pounds	Kilograms	0.453592	
Pounds per square inch	Kilopascals	6.894757	
US and International Nautical Miles	Kilometres	1.852*	
UK Nautical Miles	Kilometres	1.853184	
US Gallons	Imp. Gallons	0.83267	
US Gallons	Litres	3.78412	

NOTE: Factors marked with an asterisk (*) are exact.

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GEN 2.7 SUNRISE/SUNSET TABLES

1 DAY/NIGHT

1.1 General

1.1.1 **Day** — CAR Part 1 defines day as the hours between —

(i) the beginning of morning civil twilight, which is when the centre of the rising sun’s disc is 6 degrees below the horizon; and

(ii) the end of evening civil twilight, which is when the centre of the setting sun’s disc is 6 degrees below the horizon.

1.1.2 **Night** — CAR Part 1 defines night as the hours between —

(i) the end of evening civil twilight, which is when the centre of the setting sun’s disc is 6 degrees below the horizon; and

(ii) the beginning of morning civil twilight, which is when the centre of the rising sun’s disc is 6 degrees below the horizon.

1.1.3 Morning Civil Twilight and Evening Civil Twilight in local times are given in Table GEN 2.7-1.

1.2 Morning Civil Twilight/Evening Civil Twilight Tables

Table GEN 2.7-1
Morning Civil Twilight/Evening Civil Twilight
(Local Times)

		PORT VILA		SANTO		TANNA	
DATE		MCT	ECT	MCT	ECT	MCT	ECT
JAN	02	0500	1841	0509	1841	0453	1840
	08	0504	1842	0512	1843	0457	1842
	14	0508	1843	0516	1844	0501	1843
	20	0512	1843	0520	1844	0505	1843
	26	0515	1843	0523	1844	0509	1842
FEB	01	0519	1842	0526	1843	0513	1840
	07	0522	1840	0529	1841	0516	1838
	13	0525	1837	0531	1839	0519	1835
	19	0527	1834	0533	1837	0522	1832
	25	0529	1830	0535	1833	0524	1828
MAR	03	0531	1826	0537	1829	0527	1824
	09	0533	1822	0538	1825	0529	1819
	15	0534	1817	0539	1821	0530	1814
	21	0536	1812	0540	1817	0532	1809
	27	0537	1808	0541	1812	0534	1804
APR	02	0538	1803	0542	1808	0535	1759
	08	0539	1758	0543	1804	0537	1754
	14	0540	1754	0543	1800	0538	1749
	20	0542	1750	0544	1756	0540	1744
	26	0543	1746	0546	1752	0542	1740
MAY	02	0545	1742	0547	1749	0543	1737
	08	0547	1739	0548	1747	0546	1734
	14	0549	1737	0550	1745	0548	1731
	20	0551	1735	0552	1743	0550	1729
	26	0553	1734	0554	1742	0552	1728
JUN	01	0555	1734	0556	1742	0555	1727
	07	0557	1733	0556	1742	0557	1727
	13	0559	1734	0559	1742	0559	1727
	19	0601	1735	0601	1743	0601	1728
	25	0602	1736	0602	1745	0602	1729

		PORT VILA		SANTO		TANNA	
DATE		MCT	ECT	MCT	ECT	MCT	ECT
JUL	01	0603	1738	0603	1746	0603	1731
	07	0603	1740	0604	1748	0603	1733
	13	0603	1742	0604	1750	0603	1735
	19	0602	1744	0603	1752	0602	1737
	25	0601	1746	0602	1753	0600	1739
	31	0559	1748	0600	1755	0558	1741
AUG	06	0556	1749	0558	1756	0555	1743
	12	0553	1751	0555	1758	0552	1745
	18	0550	1752	0552	1759	0548	1747
	24	0546	1753	0548	1800	0543	1748
	30	0541	1754	0544	1800	0539	1749
SEP	05	0536	1755	0540	1801	0534	1751
	11	0531	1756	0535	1801	0529	1752
	17	0526	1757	0530	1802	0523	1753
	23	0521	1758	0526	1802	0518	1754
	29	0516	1759	0521	1803	0512	1755
OCT	05	0511	1800	0517	1803	0507	1757
	11	0507	1801	0512	1804	0502	1758
	17	0502	1803	0508	1805	0458	1800
	23	0458	1804	0505	1807	0453	1802
	29	0455	1806	0501	1809	0449	1805
NOV	04	0452	1809	0459	1811	0446	1808
	10	0450	1812	0458	1813	0444	1811
	16	0448	1815	0456	1816	0442	1814
	22	0447	1818	0455	1819	0441	1818
	28	0447	1822	0455	1822	0440	1821
DEC	04	0448	1825	0456	1826	0441	1825
	10	0449	1829	0458	1829	0442	1829
	16	0451	1833	0500	1833	0444	1832
	22	0454	1836	0503	1836	0447	1836
	28	0457	1838	0506	1839	0450	1838

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1 RESPONSIBLE SERVICE

1.1 Civil Aviation Authority

1.1.1 The CAA of Vanuatu has a statutory obligation to ensure that aeronautical information services are provided in Vanuatu.

1.2 Aeronautical Information Service Providers

1.2.1 Airports Vanuatu Limited (AVL) is contracted by the CAAV to provide AIS within the Port Vila Sector of the Nadi FIR.

1.3 Aeronautical Information Publication

1.3.1 Air Traffic Services of Airports Vanuatu Limited is certificated by the CAAV under CAR Part 175 to provide the AIP service in Vanuatu.

Air Traffic Services
Airports Vanuatu Limited
P O Box 131
Port Vila
VANUATU

Tel	(678) 24 740
Fax	(678) 24 459
AFS	NVVVZTZX
Email	ats@airports.vu

1.4 International NOTAM Office

1.4.1 In accordance with the provisions contained in Annex 15 — *Aeronautical Information Services* NOTAM for the Port Vila Sector are promulgated by the Nadi International NOTAM Office on behalf of Port Vila ATS.

International NOTAM Office
Airports Fiji Limited
Private Mail Bag
Nadi Airport
Fiji Islands

Tel	(679) 672 5777 (ext 4181)
Fax	(679) 673 1114
AFS	NFOFYNYX

1.5 Hours of service

1.5.1 The hours of service for aeronautical information services are as for ATS as published in the AIP Section 3.3 or by NOTAM.

1.6 Request for Extension

1.6.1 Operators will make a request to ATS via the AFTN, or telephone, or fax for an extension to service, explaining the reason for the extension. Agreement shall be reached with the Manager ATS and the operator informed. ATS shall then advise the operator of the level of service to be provided (ATC or FS). If the extension is required for alternate reasons the Manager ATS shall advise the unit concerned when there is no further requirement.

1.7 Extended Service

1.7.1 Extended service may be provided by an aeronautical ground services unit (ATS or ARFFS) as an extension to its promulgated hours of service either by opening watch earlier or by closing watch later. Extended service is normally provided only in the following cases:

(a) disrupted regular air transport flights (domestic and international);

(b) approved special air transport flights;

(c) disaster relief flights;

(d) medivac flights; or

(e) visiting overseas military and state flights.

Note

The majority of ground services staff do not have telephones and transport may not be available. Once a unit has closed watch it is generally not possible to recall staff to duty and services cannot be provided before the next promulgated opening watch time. Staff may also be affected by duty time limitations. Provided sufficient notice is given, all reasonable efforts will be made to accommodate requests, but there may be occasions when extended service cannot be provided.

2 AREA OF RESPONSIBILITY

2.1 Vanuatu's Area of Responsibility

2.1.1 The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Vanuatu and for the airspace encompassed by the Port Vila Sector of the Nadi Flight Information Region.

3 AERONAUTICAL PUBLICATIONS

3.1 Integrated Aeronautical Information Package

3.1.1 The Vanuatu AIS operates in accordance with ICAO Annex 15 requirements. Aeronautical information is published as an integrated package of the following components:

(a) The Aeronautical Information Publication (AIP) and amendment service;

(b) AIP Supplements (SUP);

(c) NOTAM and Pre-flight Information Bulletins (PIB); and

(d) Aeronautical Information Circulars (AIC).

3.2 AIPV

3.2.1 Information published in the AIPV is obtained from various organisations responsible for providing services to the air navigation system. As the AIP provider, AVL is responsible for the accurate publication of this information and for ensuring that the information is published in accordance with the applicable standards. The originating organisation is responsible for the accuracy and completeness of the original information.

3.2.2 The AIP is available on the internet — www.airports.vu — and is also available in paper and CD-ROM. D

AIP Amendment Service

3.2.3 If amendments are required to the AIPV they will be issued as effective on an AIRAC date as shown on page GEN 3.1-7. There will be nil notification for a nil amendment.

3.2.4 All AIS material, except NOTAM, takes effect at 0001 local time on the published effective date. A date/time group in local time and UTC is shown on the amendment bulletin page.

3.3 AIP Supplements

3.3.1 The AIP Supplement — Vanuatu is published for temporary changes of long duration (3 months and longer) and information of short term duration which consists of extensive text and/or graphics. AIP Supplements may be issued on any of the available AIRAC dates.

3.3.2 The AIP Supplement — Vanuatu is issued as a separate document, with each edition entirely replacing the previous edition. A checklist of current AIP Supplements is published on the front page of the AIP Supplement document.

3.4 Aeronautical Information Circulars

3.4.1 Aeronautical Information Circulars (AIC) contain information of interest to pilots and aircraft operators, and are distributed to holders of the AIP. They are issued as and when required by the Civil Aviation Authority Vanuatu.

3.5 NOTAM and Pre-flight Information Bulletins (PIB)

3.5.1 A limited NOTAM briefing service is available from Port Vila ATS.

3.6 NOTAM Checklist

3.6.1 Checklists of current international NOTAM are promulgated by AFTN on the first day of each month.

3.6.2 The Monthly Printed Plain-Language list of valid NOTAM is received by e-mail from the NOF. It contains a plain language presentation of the valid NOTAM, and includes the latest issue of AIP AMDT, SUP and AIC.

3.7 Civil Aviation Regulations (CAR)

3.7.1 Civil Aviation Regulations are issued as and when required by the Civil Aviation Authority Vanuatu.

3.8 Civil Aviation Safety Orders (CASO)

3.8.1 Civil Aviation Safety Orders (CASO) are issued as and when required by the Civil Aviation Authority Vanuatu.

3.9 Civil Aviation Airworthiness Requirements (CAWR)

3.9.1 Civil Aviation Airworthiness Requirements (CAWR) are issued as and when required by the Civil Aviation Authority Vanuatu.

3.10 Sales of Publication

3.10.1 AIPV documents are available from Aeropath at the following address:

Aeropath
PO Box 365
Wellington 6140
NEW ZEALAND

Tel	(64) 4 471 1899
TELEX	Nil
AFTN	NZHQYOYX
Email	aim@aeropath.aero
Website	www.nzais.co.nz

Prices are available on request.

Prices do not include delivery and handling, available on application.

Payment may be made by Amex, Mastercard or Visa, or by international money order.

4 AIRAC System

4.1 ICAO Requirements

4.1.1 ICAO requires the following information to be published and brought into effect in accordance with the Aeronautical Information Regulation and Control (AIRAC) system:

(a) The establishment and withdrawal of, and predetermined significant changes (including operational trials) to:

  (i) horizontal and vertical limits;

  (ii) regulations and procedures applicable to FIR/UIR, CTA, CTR, Advisory Areas and ATS Routes; and

  (iii) permanent danger, prohibited, and restricted areas (including type and periods of activity when known);

(b) Positions, frequencies, callsigns, known irregularities and maintenance periods of radio navigational aids and communication facilities;

(c) Holding and approach to land procedures, arrival and departure procedures, noise abatement procedures, and any other pertinent ATS procedures;

(d) Meteorological facilities (including broadcasts) and procedures;

(e) Runways and stopways.

4.1.2 In addition, the establishment and withdrawal of, and predetermined significant changes to the following information may be published and brought into effect in accordance with the AIRAC System:

(a) Position, height and lighting of navigational obstacles;

(b) Taxiways and aprons;

(c) Hours of service of aerodromes, facilities, and services;

(d) Customs, immigration, and health services;

(e) Temporary danger, prohibited, and restricted areas and navigation hazards, military exercises and mass movements of aircraft.

4.2 AIRAC Effective Dates

4.2.1 Table GEN 3.1-1 details future AIRAC effective dates.

Table GEN 3.1 - 1
AIRAC Effective Dates

2021		2022	
21/1	28 JAN 21	22/1	27 JAN 22
21/2	25 FEB 21	22/2	24 FEB 22
21/3	25 MAR 21	22/3	24 MAR 22
21/4	22 APR 21	22/4	21 APR 22
21/5	20 MAY 21	22/5	19 MAY 22
21/6	17 JUN 21	22/6	16 JUN 22
21/7	15 JUL 21	22/7	14 JUL 22
21/8	12 AUG 21	22/8	11 AUG 22
21/9	9 SEP 21	22/9	8 SEP 22
21/10	7 OCT 21	22/10	6 OCT 22
21/11	4 NOV 21	22/11	3 NOV 22
21/12	2 DEC 21	22/12	1 DEC 22
21/13	30 DEC 21	22/13	29 DEC 22

5 PRE-FLIGHT INFORMATION SERVICE

5.1 General

5.1.1 A Pre-flight Information Service is available only at Port Vila.

GEN 3.2 AERONAUTICAL CHARTS

1 RESPONSIBLE SERVICE

1.1 Airports Vanuatu Limited

1.1.1 Airports Vanuatu Limited has a statutory obligation under delegation from the Civil Aviation Authority Vanuatu to ensure that aeronautical charts are provided in Vanuatu.

1.2 SERVICE PROVIDER

1.2.1 The AIP service provider, Aeropath, provides aeronautical charts in Vanuatu as part of the AIP.

Aeropath
PO Box 365
Wellington 6140
NEW ZEALAND

Tel	(64) 4 471 1899
TELEX	Nil
AFTN	NZHQYOYX
Email	aim@aeropath.aero
Website	www.nzais.co.nz

2 MAINTENANCE OF CHARTS

2.1 Chart Maintenance

2.1.1 Aeronautical charts are part of the AIP, and are updated in accordance with the AIP amendment cycle. Information concerning the planning for or issuance of new maps and charts is notified by AIC.

2.1.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM, and if necessary a SUP will be issued.

3 Purchase Arrangements

3.1 Provider

3.1.1 Aeronautical charts are available from Aeronautical Information Management at the address in Section 1.2.1. Details of prices, conditions of sale, and ordering procedures are published in the Aeronautical Information Management Order Form, issued periodically to customers.

3.1.2 Information on all Aeropath products is available on www.nzais.co.nz.

3.2 Payment

3.2.1 Payment can be made by Mastercard, Visa, American Express, cheque, bank draft or international money order.

4 Aeronautical Chart Series Available

4.1 Charts Provided in AD 2

4.1.1 The following series of aeronautical charts are produced and provided in AD 2:

(a) *Standard Departure (SID)* charts provide information on designated instrument departure routes from the take-off to enroute phase of flight.

(b) *Instrument Approach charts* depict a plan and profile of an instrument approach procedure. Aerodrome meteorological minima for the applicable approach types and aircraft categories are also shown.

(c) *Aerodrome charts* show a plan of the aerodrome and significant features in the aerodrome locality to aid in the visual acquisition of the aerodrome from the air. Operational details including runway operational lengths, lighting, facilities and operator details are published on the Operational Data page adjacent to the Aerodrome chart.

(d) Enroute Charts 1 & 2 for operations between Port Vila, Santo and Tanna airports.

4.2 Charts Provided Separately

4.2.1 The following aeronautical charts, while part of the AIP, are provided and must be purchased separately:

Aerodrome Obstruction chart — Type A, are published for international airports.

5 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) — ICAO 1:1,000,000

Nil published.

6 TOPOGRAPHICAL CHARTS

6.1 General

6.1.1 Aeronautical Topographical Charts are not published. Limited topographical charts are published by the Department of Lands and Survey.

Department of Lands and Survey
Private Mail Bag 9024
Port Vila
VANUATU

Tel (678) 22 427

D

7 CORRRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Reserved.

GEN 3.3 AIR TRAFFIC SERVICES

1 RESPONSIBLE SERVICE

1.1 Airports Vanuatu Limited

1.1.1 Airports Vanuatu Limited is the responsible authority for the provision of air traffic services within the area indicated under Section GEN 3.3.2.

Airports Vanuatu Limited
The Chief Executive Officer
Airports Vanuatu Limited
PO Box 131
Port Vila
VANUATU

Tel	(678) 25 111
Fax	(678) 25 532 (Administration)
	(678) 24 459 (ATS)
TELEX	Nil
AFS	NVVVZTZX
Email	ats@airports.vu

I

1.2 Applicable ICAO Documents

1.2.1 The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents apply in the Vanuatu area of responsibility:

(a) Annex 2 — *Rules of the Air*

(b) Annex 11 — *Air Traffic Services*

(c) Doc 4444 — *Procedures for Air Navigation Services — Air Traffic Management (PANS — RAC)*

(d) Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS — OPS)*

(e) Doc 7030 — *Regional Supplementary Procedures*

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1.3 Services within Controlled Airspace

CTA above 9500ft

1.3.1 Air Traffic Control Services within CTA above 9500ft are provided during hours of service (check NOTAM). Outside Port Vila s hours of watch, Nadi ACC will provide this service.

CTA 9500ft and below

1.3.2 Air Traffic Control Services within CTA 9500ft and below are provided during hours of service (check NOTAM).

CTR

1.3.3 Air Traffic Control Services within CTR are provided when the unit providing Approach and Aerodrome Control Services is on watch.

CTA and CTR not operative

1.3.4 CTA and CTR are not operative when the Port Vila ATC is off watch. All Port Vila Sector of the Nadi FIR is considered Class G Airspace.

1.3.5 When CTA and CTR are not operative, the rules and procedures of Class G airspace apply.

FIS

1.3.6 FIS is provided during hours of service (check NOTAM).

1.4 Hours of Service

1.4.1 ATS does not provide a 24-hour service. Port Vila ATC and FIS hours of watch are amended from time to time by NOTAM to provide cover for amended airline scheduled services. Normal Port Vila hours of service are as follows:

ATS (UTC)
1900–0700

1.4.2 Normal Santo FIS hours of service are as follows:

FIS (UTC)
1900–0700

1.4.3 Any change to Santo FIS hours of service will be advised by Port Vila ATS or through a NOTAM.

1.4.4 Port Vila ATS hours of service should always be checked by reference to NOTAM.

1.4.5 24 hours prior notification is required from the Manager ATS for flights wishing to operate outside the ATS Hours of Service.

2 AREA OF RESPONSIBILITY

2.1 General

2.1.1 Air traffic services are provided in the Port Vila Sector of the Nadi FIR which comprises all the island territories of the Vanuatu archipelago.

2.1.2 In accordance with the regional air navigation agreement, air traffic services in the Port Vila Sector are provided by Nadi ACC outside the hours of Port Vila ATS. Details of such services are provided in ENR - 2.

3 TYPES OF SERVICES

3.1 Services Provided

3.1.1 The ATS provided are:

(a) Air Traffic Control (ATC) services, to prevent collisions and maintain an orderly flow of traffic, to:

- (i) IFR flights in Class D airspace;
- (ii) VFR flights in Class D airspace;
- (iii) aerodrome traffic at controlled aerodromes.

(b) Area Flight Information Services (FIS), to give advice and information useful for the safe and efficient conduct of flights;

(c) Aerodrome Flight Information Services (AFIS) to aircraft operating on or in the vicinity of an aerodrome at which a Flight Service Station is in operation;

(d) Alerting services to all flights that have filed a flight plan and to all flights known to ATS to initiate and/or assist in search and rescue action.

3.2 Service Outside Vila or Santo ATS Hours of Operation

3.2.1 Outside the hours of operation of either Vila or Santo ATS the Port Vila Sector returns to the control of Nadi FIR.

3.2.2 Pilots of all aircraft are to establish, and remain in, two-way radio communication with Nadi ATS before departure and during flight.

3.2.3 Pilots intending to fly during the hours of Nadi control may either:

(a) File a flight plan with Vila or Santo ATS (who will relay to Nadi); or

(b) File a flight plan by contacting Nadi FIR by telephone on (679) 6720951.

3.2.4 When filing such flight plans pilots should give contact telephone numbers in order that unnecessary SAR action is not activated as a result of delays or because of HF fade-out.

3.3 ATS

3.3.1 Port Vila ATS comprises:

(a) area control service, provided by:

(i) a unit providing approach control service in a CTR or in a CTA of limited extent that is designed primarily for the provision of approach control service.

(b) approach control service, provided by:

(i) a TWR when it is necessary or desirable to combine the functions of approach control service with those of the aerodrome control service.

(c) aerodrome control service provided by a TWR;

(d) flight information service provided by a FSO outside of ATC operating hours.

3.3.2 Santo ATS comprises:

(a) flight information service provided by a FSO during airport operating hours.

ATS Service Within the Port Vila Sector of the Nadi FIR.

3.3.3 ATS Services provided will depend on ATS staff manning the tower:

(a) When ATS is on duty the CTR and TMA will be activated.

(b) When FIS is on duty all of the Port Vila Sector of the Nadi FIR shall be considered Class G Airspace.

3.4 Area Flight Information Service (FIS)

3.4.1 FIS will be provided whenever practicable to all aircraft that are known to be affected by the information.

3.4.2 FIS is provided as follows:

(a) IFR flights: by the relevant ATS unit.

(b) VFR flights in Class D airspace: by the relevant ATC unit.

(c) VFR flights in Class G airspace: by the relevant FIS sector.

3.4.3 In some areas radio guard for IFR flights in Class G airspace may be transferred to an appropriate FIS sector.

3.4.4 For aircraft in flight, flight information is normally confined to information concerning the route being flown up to and including the next attended aerodrome. This includes available information regarding nominated alternate aerodromes and unattended aerodromes enroute at which a landing is planned.

3.4.5 FIS does not diminish the responsibilities normally vested in the pilot of an aircraft, including that for making a final decision regarding any suggested alteration to flight plan.

3.4.6 Where ATC units provide both FIS and ATC service, the provision of ATC service will take precedence over the provision of FIS whenever the provision of ATC service so requires.

3.4.7 FIS will include the provision of available and relevant information concerning:

(a) SIGMET;

(b) weather conditions reported or forecast, at departure, destination, and alternative aerodromes;

(c) changes in the serviceability of navigation aids;

(d) changes in the condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by water;

(e) unmanned free balloons;

(f) pre-eruption volcanic activity, volcanic eruptions, and volcanic ash clouds;

(g) release into the atmosphere of radioactive materials or toxic chemicals;

(h) traffic to aircraft likely to be affected; and

(i) other activities likely to affect safety.

3.4.8 FIS provided to VFR flights will also include available information concerning weather conditions along the route of the flight that are likely to make operation under VFR impracticable.

3.4.9 On first contact with ATS, the pilot of an IFR aircraft commencing a flight for which a flight plan has been filed will be provided with flight information, as detailed above, received within the 90 minutes preceding the activation of the plan.

3.4.10 Pilots delaying more than 90 minutes before activating a flight plan must request any necessary additional information.

Traffic Information

3.4.11 Traffic information is information issued by an ATS unit to alert a pilot to other known or observed air traffic that may be in proximity to the position or intended route of flight, and to help the pilot avoid a collision.

3.4.12 Traffic information will be issued whenever ATS is aware of conflicting aircraft if separation is not required. The traffic information will be as accurate and as timely as is practicable. The provision of traffic information is not intended to relieve the pilot of the responsibility of continued vigilance to see and avoid other aircraft, but is intended to assist visual surveillance.

3.4.13 Mutual traffic information will be provided:

(a) in Class D airspace: between IFR and VFR flights, and between VFR flights, together with traffic avoidance advice on request; and

(b) in Class G airspace, between IFR flights, and where practicable between other flights on request.

(c) between an IFR flight at the lowest usable cruising level and a VFR flight in Class D airspace operating at the common airspace level.

3.4.14 Traffic avoidance advice is an enhancement of traffic information, and may specify manoeuvres to assist a pilot in avoiding a collision. A controller may pass traffic avoidance advice proactively.

3.5 Aerodrome Flight Information Service (AFIS)

3.5.1 AFIS provides information useful to pilots for the safe and efficient conduct of their flights. It differs from ATC service in that pilots being provided with AFIS are responsible for assessing a situation based on information passed to them by the FSS and advising their intentions. Other pilots in the vicinity hearing this exchange of RTF messages make their own decisions and, in turn, make known their intentions.

3.5.2 AFIS is provided by a FSS at selected non-controlled aerodromes. In appropriate cases Flight Service Operators may also provide AFIS at controlled aerodromes outside the hours of attendance of ATC.

3.5.3 Establishment of Prohibited, Restricted and Danger Areas are listed in ENR - 5.

4 Co-ordination Between the Operators and ATS

4.1 Operator/ATS Co-ordination

4.1.1 Co-ordination between the operators and ATS is effected in accordance with ICAO Annex 11. When so requested by an international operator, messages (including position reports) received by ATS units and relating to the operation of aircraft for which operational control service is provided by that operator are, so far as is practicable, made available to the operator.

5 Minimum Safe Altitude

5.1 Minimum Flight Altitude (MFA)

5.1.1 The minimum heights for VFR flights are prescribed in Subpart D of CAR Part 91.

5.1.2 The minimum altitudes for IFR are prescribed in Subpart E of CAR Part 91.

5.1.3 The MFA for a route sector will be the higher of the following considerations:

(a) Route Minimum Safe Altitude (MSA).

(b) Minimum Reception Altitude (MRA) for a VOR sector.

(c) Minimum Enroute Altitude (MEA) for an NDB sector.

(d) Volcanic Hazard Zone upper limit.

(e) Danger or Restricted Area upper limit, where an appropriate separation buffer is added — refer to ENR 1.1.

5.1.4 The requirement to comply with the IFR table of cruising levels must then be taken into account to give the MFA.

5.1.5 Where the next route sector MFA requires flight at a higher level, that sector must not be entered below the higher level unless there is a promulgated crossing altitude.

5.1.6 Where aircraft have approved enroute area navigation equipment (e.g. GNSS), compliance with MRA and MEA is not required.

Climb to MFA

5.1.7 To ensure obstacle clearance, aircraft on departure are required to climb to MSA at the promulgated minimum net climb gradient appropriate to the departure procedure being flown. Unless a more restrictive requirement is published in this departure procedure, once above the appropriate MSA, aircraft may continue to climb at a minimum net climb gradient of not less than 3.3% (200ft/NM) to MFA.

Descent Below MFA

5.1.8 Descent below MFA prior to arrival may only be commenced in the following circumstances:

(a) In accordance with published DME steps; or

(b) Prior to the first DME step when:

  (i) a positive fix has been established by an unambiguous DME readout for at least 15 seconds, or by use of an off-track VOR or NDB provided the angle of intersection is 45° or greater; and

  (ii) a positive tracking indication has been received by navigation equipment for at least 15 seconds; and

  (iii) during descent aircraft navigation equipment is actively monitored to ensure continuity of guidance.

(c) Descent is restricted to the higher of MSA, or Volcanic Hazard Zone upper limit, or Danger or Restricted Area upper limit (plus separation buffer if required), and based on an optimum descent gradient of 5% (300ft/NM) to the first DME step.

(d) Within 10NM of the aid or fix from which it is intended to conduct an instrument approach, descent is limited to the minimum holding altitude, procedure commencement altitude or MSA, whichever is the higher.

(e) Outside controlled airspace the IFR table of cruising levels applies.

Emergency Descent Below MFA

5.1.9 Where an enroute emergency necessitates a descent below the MEA or MRA, pilots should be aware that the navigational tolerance used to define the MSA may not be valid if utilisation of the primary means of navigation cannot be continued. A decision to continue or divert to another route must be governed by the accuracy of the navigation prior to the emergency.

5.2 MSA

5.2.1 The MSA is found by identifying the controlling obstacle within the total area of the navigation tolerance, based on the type and coverage of the navigation facilities, plus a designated buffer area to allow for navigational error.

5.2.2 Set heading and minimum crossing altitudes are based on a 1.6% (100ft/NM) gradient while maintaining enroute clearances.

5.2.3 MSA for each sector are shown on ENRC and ARC charts. These provide the basis for establishing the minimum cruising altitude appropriate to the direction of flight. The requirements for subsequent sectors should be anticipated by crossing the facility or reporting point at the appropriate altitude relative to the following sector.

MSA Obstacle Clearance

5.2.4 The MSA provides not less than 1000ft, or in areas designated as mountainous zones, 2000ft clearance over all obstacles within the enroute obstacle clearance area. Where the controlling obstacle has not been surveyed, a 100ft obstacle allowance is added.

MSA Application

5.2.5 ENRC and ARC charts show the minimum safe altitude for the route sectors from which the minimum cruising level applicable to the direction of flight may be derived. Published minimum safe altitudes are based upon normal conditions of flight. Where severe weather conditions prevail, or the navigation guidance achieved is inadequate, the pilot is responsible for establishing a satisfactory cruising level appropriate to such conditions.

5.3 MRA and MEA

5.3.1 Where acceptable navigational signal coverage is a requirement for a sector to be flown, MRA or MEA will be promulgated.

5.3.2 The promulgated MRA for a VOR route will ensure adequate signal strength for accurate navigation. Although the warning flag on some low sensitivity VOR receivers may not be visible at altitudes below the published MRA, the altitude or flight level for IFR flights using VOR as the primary means of navigation must be at or above the MRA.

5.3.3 The promulgated MEA for an NDB route will ensure acceptable navigational signal coverage for the sector to be flown. Where MEA is promulgated, IFR flights using NDB as the primary means of navigation must be at or above the MEA.

Navigation Gaps

5.3.4 On some routes with long sectors between navigation aids, minimum navigational signal strength has been determined to be below ICAO Annex 10 recommendations. To avoid increasing MRA/MEA requirements, short navigation gaps are published as a Route Operating Limitation (ROL).

5.3.5 Loss of navigation guidance may not be apparent on some low sensitivity receivers. If guidance is lost, pilots should apply normal DR navigation techniques until the appropriate navigation aid can be used for tracking.

VOR Changeover Points

5.3.6 A changeover point (COP) is the point at which it is appropriate for the pilot of an aircraft navigating on a VOR defined route to transfer the primary navigational reference from the facility behind the aircraft to the appropriate facility ahead of the aircraft.

5.3.7 Where adequate overlapping VOR coverage exists, the COP will be the mid point of the route. In cases where the coverage from one VOR is limited, the COP will be published as close as possible to the mid point of the route. If the changeover is to an NDB, the COP will be at the limit of VOR coverage at minimum safe altitude or a specified MEA/MRA.

5.4 25NM Minimum Sector Altitude and Terminal Arrival Altitude (TAA)

5.4.1 A 25NM Minimum Sector Altitude is depicted on instrument approach charts, either as a single statement (on earlier PANS-OPS charts) or as a circle (divided into sectors if appropriate) on the new PANS-OPS charts.

5.4.2 The 25NM Minimum Sector Altitude is the lowest altitude that may be used by a pilot in emergency conditions in IMC. It provides a minimum clearance of 1000ft (or 2000ft over designated mountainous zones) above all obstacles within a circle of radius 25NM centred on the radio navigation aid from which the approach commences.

5.4.3 The TAA depicted on GNSS instrument approach charts is the lowest altitude(s) that may be used by a pilot when within the applicable sector relating to the fix to which the aircraft is tracking. The TAA may be centred on an IAF or an IF and extends to a distance of 25NM from the fix.

6 ATS Unit Address List

6.1 Address List and Contact Information

6.1.1 Contact information for Port Vila and Santo ATS is provided in Table GEN 3.3-1.

Table GEN 3.3-1
Address List and Contact Information

<table>
<tr><th>UNIT NAME</th><th>POSTAL ADDRESS</th><th>TELEPHONE</th><th>FAX</th><th>TELEX</th><th>AFS ADDRESS</th></tr>
<tr><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th></tr>
<tr><td>PORT VILA ACC</td><td rowspan="5">Airports Vanuatu Limited
PO Box 131
Port Vila
VANUATU</td><td rowspan="5">(678) 24 740</td><td rowspan="5">(678) 24 459</td><td rowspan="5">Nil</td><td rowspan="5">NVVVZTZX</td></tr>
<tr><td>PORT VILA APP</td></tr>
<tr><td>PORT VILA FIS</td></tr>
<tr><td>PORT VILA RADIO</td></tr>
<tr><td>PORT VILA TWR</td></tr>
<tr><td>SANTO FIS</td><td>Airports Vanuatu Limited
PO Box 100
Luganville
VANUATU</td><td>(678) 37 709</td><td>(678) 36 700</td><td>Nil</td><td>NVVVZTZX</td></tr>
</table>

GEN 3.4 COMMUNICATION SERVICES

1 RESPONSIBLE SERVICE

1.1 Civil Aviation Authority Vanuatu

1.1.1 The CAAV is required to:

(a) determine the minimum level of aeronautical telecommunication services and the minimum number of telecommunication facilities to be provided by Vanuatu in order to ensure the safe conduct of international air navigation in the region; and

(b) ensure those services are provided and those facilities implemented.

1.2 Civil Aviation Rule Part 171

1.2.1 CAR Part 171, Aeronautical Telecommunication Services — Operation and Certification, prescribes:

(a) Operating and technical standards for aeronautical telecommunications services and facilities; and

(b) Rules governing the certification and operation of organisations providing aeronautical telecommunication services in support of IFR flights or an air traffic service.

1.3 Service Provider

1.3.1 Airports Vanuatu Limited provides all of the aeronautical communication services in Vanuatu.

Airports Vanuatu Limited
PO Box 131
Port Vila
VANUATU

Tel	(678) 25 111
Fax	(678) 25 532 (Administration)
	(678) 24 459 (ATS)
TELEX	Nil
AFS	NVVVZTZX
Email	ats@airports.vu

1.4 Applicable ICAO Documents

1.4.1 The ICAO Standards, Recommended Practices, and, when applicable, the procedures contained in the following ICAO documents apply in Vanuatu's area of responsibility:

(a) Annex 10 — *Aeronautical Telecommunications*

(b) Doc 8400 — *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS–ABC)*

(c) Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

(d) Doc 7030 — *Regional Supplementary Procedures*

(e) Doc 7910 — *Location Indicators* D

1.5 Hours of Service

1.5.1 The hours of service of all communication services associated with ATS are the ATS hours of operation as published in the AIPV and amended by NOTAM. All other communication services are H24 unless specifically noted in the ENR or AD parts of this AIP.

2 AREA OF RESPONSIBILITY

2.1 General

2.1.1 Communication services are provided for the entire Port Vila Sector of the Nadi FIR.

3 TYPES OF SERVICE

3.1 Radio Navigation Services

3.1.1 The following types of radio aids to navigation operate within the Port Vila Sector of the Nadi FIR:

(a) LF/MF non-directional beacon (NDB)

(b) Localiser (LOC)

(c) VHF omni-directional radio range (VOR)

(d) Distance measuring equipment (DME)

3.2 Mobile/Fixed Service

Mobile Services

3.2.1 Mobile services are as follows:

(a) Air–ground communications in the Port Vila Sector of the Nadi FIR are conducted by radiotelephony (RTF) in the VHF and HF frequency bands. Air-to-air communications are conducted in the VHF band.

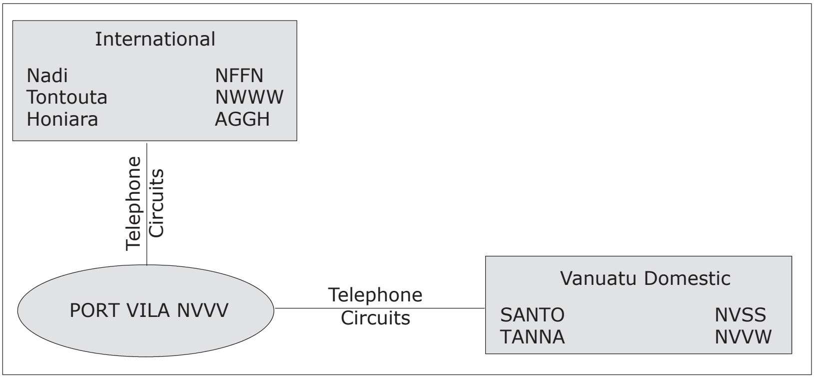
(b) VHF is the primary frequency band for domestic operations with HF being used only when outside VHF coverage.

(c) Radio communications facilities and frequencies are provided in AD 2, and on charts.

(d) Port Vila is equipped with automatic recording facilities that record all communications to and from the ATS unit, irrespective of the medium used.

3.2.2 A diagrammatic representation of the ATS speech circuits is provided in Figure GEN 3.4-1.

Figure GEN 3.4-1
ATS Speech Circuits



Air–ground Services

3.2.3 Port Vila Radio is the aeronautical station that provides air–ground communications services and performs other specific functions:

(a) position reports;

(b) meteorological information;

(c) ATC clearances; and

(d) Associated flight information.

Air-to-Air Communications

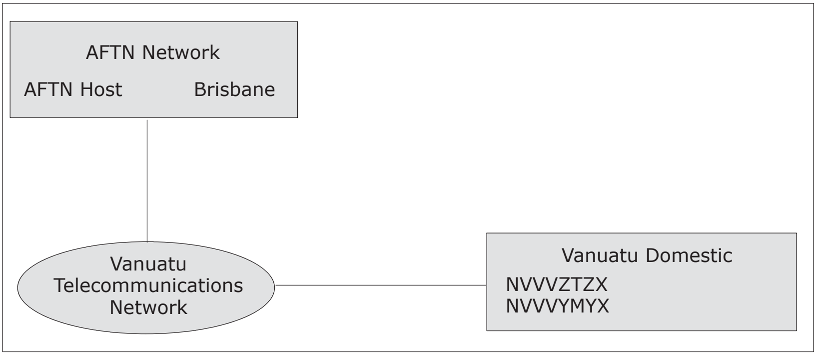
3.2.4 In the Asia and Pacific regions the frequency 123.45 MHz is available for exclusive use on an air-to-air communications channel over remote and oceanic areas out of range of aeronautical ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Aeronautical Fixed Service

3.2.5 The Aeronautical Fixed Telecommunications Network (AFTN) is primarily established for ATS unit intercommunication. Subject to certain provisions, the AFTN may be used to transmit messages concerning flight safety, flight regularity, reservation, and general operating agency matters.

3.2.6 A diagrammatic representation of the AFTN circuits is provided in Figure GEN 3.4-2.

Figure GEN 3.4-2
AFTN Circuits



3.3 Broadcasting Service

3.3.1 Nil.

3.4 Language Used

3.4.1 The English language is used for all air–ground RTF communications within the Port Vila Sector of the Nadi FIR.

3.5 Detailed Information

3.5.1 Detailed information on communication services can be obtained from the following references within this AIP:

(a) Communication including controlling authority and operating frequency are provided in separate parts:

(i) Enroute communication information is included in the Airspace and ATS Routes tables in ENR 2 and ENR 3.

(ii) Terminal communication information is included in AD 2 for individual aerodromes.

(b) Radio navigation is provided in separate parts:

(i) Enroute information is listed in ENR 4.

(ii) Terminal information is included in AD 2 for individual aerodromes.

3.6 Requirements and Conditions

3.6.1 CAR Part 171 prescribes rules governing:

(a) the certification and operation of organisations providing aeronautical telecommunication services in support of IFR flight or an ATS; and

(b) the operating and technical standards for facilities operated by those organisations.

3.6.2 In addition, the following requirements and conditions apply:

(a) Aircraft operating in the Port Vila Sector are required to maintain two-way communications with Port Vila or Santo at all times.

(b) As the VHF range is limited, it is essential that all aircraft operating within the Port Vila Sector are capable of communicating on HF frequency 5484, 6553 or 8846 kHz. Aircraft unable to communicate with Port Vila or Santo on 5484, 6553 or 8846 kHz when beyond VHF coverage may be denied permission to operate.

(c) During flight, aircraft stations shall maintain a listening watch and shall not cease watch, except for safety reasons, without informing Port Vila and/or Santo ATS/AFIS.

4 FACILITY MALFUNCTION REPORTING

4.1 Reporting of Facility Malfunctions

4.1.1 Procedures and contact details for the reporting of facility malfunctions are included in ENR 1.14.

GEN 3.5 METEOROLOGICAL SERVICES

1 RESPONSIBLE SERVICE

1.1 Meteorology Department of the Ministry of Infrastructure and Public Utilities

1.1.1 The Meteorology Department of the Ministry of Infrastructure and Public Utilities is the meteorological authority for Vanuatu and is responsible for the provision of meteorological services, as defined in ICAO Annex 3, within the Port Vila Sector of the Nadi FIR.

Ministry of Infrastructure and Public Utilities

Meteorology Department
Ministry of Infrastructure and Public Utilities
Private Mail Bag 9054
Port Vila
VANUATU

Tel	(678) 22 932 (forecast enquiries)
	(678) 24 686 (general enquiries)
Fax	(678) 22 310
TELEX	Nil
AFS	NVVVYMYX

1.2 Meteorological Information Service Providers

1.2.1 Only organisations certificated under CAR Part 174, Meteorological Service Organisations, may provide meteorological information to civil aviation.

1.2.2 The service provided is in accordance with the provisions in the following ICAO documents:

(a) Annex 3 — Meteorological Service for International Air Navigation

(b) Doc 8896 — Manual of Aeronautical Meteorological Practice

(c) Doc 7030 — Regional Supplementary Procedures

(d) Doc 9673 — Air Navigation Plan Asia and Pacific Regions

(e) Doc 8400 — ICAO Abbreviations and Codes (PANS–ABC)

D

1.2.3 Met Service is certificated to provide the following services:

(a) a climatology service, to develop and supply climatological information for a specific place or airspace;

(b) a forecast service, to provide forecast meteorological information for a specific area or portion of airspace;

(c) an information dissemination service, to collect and disseminate meteorological information;

(d) a meteorological briefing service, to provide written and oral meteorological information on existing and expected meteorological conditions;

(e) a meteorological reporting service, to provide routine meteorological reports; and

(f) a meteorological watch service, to maintain a watch over meteorological conditions affecting aircraft operations in a specific area.

2 AREA OF RESPONSIBILITY

2.1 Meteorological Services

2.1.1 Meteorological services are provided at some outer islands within Vanuatu.

3 Meteorological Observations and Reports

3.1 General

3.1.1 A table of meteorological observations and reports is given in Table GEN 3.5-1.

Table GEN 3.5-1
Meteorological Observations and Reports

NAME OF STATION/ LOCATION INDICATOR	TYPE & FREQ OF OBSERVATION/ AUTOMATIC OBSERVING EQUIPMENT	TYPES OF MET REPORTS & SUPPLEMENTARY INFORMATION INCLUDED	OBSERVATION SYSTEM & SITES	HOURS OF OPERATION	CLIMATOLOGICAL INFORMATION
1	**2**	**3**	**4**	**5**	**6**
Sola NVSC	3 hourly	METAR	staffed	Observations at: 0000, 0300, 0600, 0900, 1200, 1500, 1800	refer to Port Vila
Santo NVSS	METAR hourly during hours of daylight and 3-hourly during night (TAF for Santo are prepared by the forecast office in Port Vila every 3 hours)	METAR, TAF	staffed	Synoptic: 0000, 0300, 0600, 0900, 1200, 1500, 1800 METAR hourly during the day	refer to Port Vila
Longana NVSG	3 hourly	METAR	staffed	Observations at: 0000, 0300, 0600, 0900, 1200, 1500, 1800	refer to Port Vila
Lamap NVSL	3 hourly	METAR	staffed	Observations at: 0000, 0300, 0600, 0900, 1200, 1500, 1800	refer to Port Vila
Port Vila NVVV	Hourly and half hourly and amended or updated as necessary	Synoptic, METAR, TAF, Area Forecast, ROFOR, SPECI	staffed	H24	Monthly climate bulletins prepared and compiled in Port Vila for all stations
Tanna NVVW	METAR hourly during hours of daylight and 3-hourly during night (TAF for Tanna are prepared by the forecast office in Port Vila every 3 hours)	METAR, TAF	staffed	Synoptic: 0000, 0300, 0600, 0900, 1200, 1500, 1800 METAR hourly during the day	refer to Port Vila
Anatom NVVA	3 hourly	METAR	staffed	Observations at: 0000, 0300, 0600, 0900, 1200, 1500, 1800	refer to Port Vila

4 METEOROLOGICAL INFORMATION

4.1 MET Terminology

4.1.1 A list of MET terminology including codes used in MET reports is included in Table GEN 3.5-2.

4.2 Aerodrome Observations and Reports

4.2.1 A detailed list of the aerodrome observations and reports provided for air navigation is provided in Table GEN 3.5-1.

4.3 Aerodrome Observing Systems

4.3.1 A detailed list of the aerodrome observing systems provided for air navigation is provided in Table GEN 3.5-1.

4.4 Amendment of Forecasts

4.4.1 All forecasts are kept under review and amended whenever significant changes occur or are forecast to occur. An amended forecast is identified by the letters AMD. Amendment criteria are listed in Table GEN 3.5-3.

4.5 METAR

4.5.1 METAR are routine aerodrome reports, in METAR code, issued hourly.

Example of METAR

4.5.2 The following is an example of a METAR coded message:

METAR NVVV 010000Z 14022G34KT 110V220 10KM VCSH FEW020 FEW024CB SCT100 BKN240 09/06 Q0997 RERAGR WS RWY20 RMK CB TO NTH

Decode of METAR

4.5.3 The following is the decode, using information listed in Table GEN 3.5-2, of the message in paragraph 4.5.2:

(a) Meteorological Aerodrome Report for Port Vila, issued at 0000 UTC on the 1st of the month.

(b) Surface wind: 140 degrees true, 22 knots gusting to 34 knots. Wind direction varying between 110 degrees true and 220 degrees true.

(c) Visibility: 10 kilometres.

(d) Weather: Showers within 8 kilometres (in the vicinity) of the aerodrome.

(e) Cloud: Few oktas cloud (1–2) with a base at 2000 feet above aerodrome level, few oktas (1–2) of Cumulonimbus cloud with a base at 2400 feet above aerodrome level, scattered cloud (3–4 oktas) with a base at 10,000 feet above aerodrome level, and broken cloud (5–7 oktas) with a base at 24,000 feet above aerodrome level.

(f) Temperature: 9 degrees Celsius Dew Point: 6 degrees Celsius

(g) QNH: 997 hectoPascals

(h) Recent weather: Moderate or heavy rain and hail have been observed at the aerodrome since the last routine report.

(i) Wind shear: Wind shear reported by pilots or the control tower along the take-off and/or approach path to runway 20 between runway level and 1600 feet AGL.

(j) Remark: Cumulonimbus cloud observed to the north.

4.6 SPECI

4.6.1 SPECI are special aerodrome reports in METAR code prepared when the value of some weather element passes a specified value, listed in Table GEN 3.5-3, or changes significantly.

4.6.2 If a change in weather conditions necessitates the issue of a SPECI on the hour, or some element of the observed conditions remains below the special weather criteria on the hour, the SPECI report issued will take the place of the routine hourly METAR.

4.6.3 A SPECI reporting deterioration in conditions is disseminated immediately after the deterioration, and the time of the observation is coded to the nearest five minutes. A SPECI reporting an improvement in conditions is disseminated only after the improvement has persisted for 10 minutes.

4.6.4 If the weather conditions improve above the criteria listed in Table GEN 3.5-3, the words SPECI CONDX CEASE or SPECI CEASES will be included at the end of a SPECI report as a remark. The next routine report in these circumstances will be a METAR on the hour unless conditions deteriorate again.

4.7 Corrections to METAR/SPECI

4.7.1 If an error is detected in an issued METAR/SPECI, the METAR/SPECI will be re-sent immediately with the error corrected, and with the letters COR entered after the METAR/SPECI (e.g. METAR COR or SPECI COR).

4.8 Wind Shear

4.8.1 Information about observed wind shear on the approach or take-off paths is included, when appropriate, in METAR and SPECI reports. Information about expected wind shear on approach and take-off paths is not provided.

4.9 Take-off and Landing Reports

4.9.1 Reports of MET conditions at attended aerodromes are prepared by the ATS unit immediately prior to a take-off or landing. These reports normally contain:

(a) wind direction in degrees magnetic;

(b) wind speed in knots;

(c) visibility, including significant directional variations;

(d) present weather, if significant;

(e) low cloud, if significant (cloud height/base in feet above aerodrome level);

(f) temperature;

(g) dew point;

(h) QNH; and

(i) additional items, such as reported turbulence.

D

5 Types of Services

5.1 Disclaimer

5.1.1 Meteorological service suppliers endeavour to obtain and supply the best available information but shall have no responsibility or liability for any consequential loss or any damage directly or indirectly suffered by the user or any third party as a result of the user or any third party placing reliance on information, services, or advice supplied.

5.2 Service to International Aviation

5.2.1 The main meteorological office situated at Port Vila provides forecasting services on request to aircraft entering, operating in or leaving Vanuatu.

5.3 Types of Service Available

5.3.1 A daily Area Forecast (ARFOR) is provided by the office for the Vanuatu archipelago.

5.3.2 Route Forecasts (ROFOR) and Terminal Area Forecasts (TAF) are provided daily between 1830 and 0600 by the office. Revised and amended TAF may be issued if the situation demands.

5.3.3 Personal briefing and consultation is provided at NVVV only, but can be arranged by phone from other locations — Tel (678) 22 932.

5.3.4 Documentation is available for domestic and international flights at Port Vila only.

5.4 Area Forecasts (ARFOR)

5.4.1 ARFOR are low-level (surface — 10,000ft) area forecasts available in text form for planning and use by registered IFR and VFR users.

5.4.2 Information provided in ARFOR comprises:

(a) forecast winds for an area at 1000ft, 3000ft, 5000ft, 7000ft, and 10,000ft;

(b) visibility;

(c) freezing level;

(d) cloud cover (with heights in feet AMSL);

(e) significant weather;

(f) significant turbulence; and

(g) significant icing.

5.4.3 ARFOR are issued daily.

5.5 Aerodrome Forecasts (TAF)

5.5.1 TAF are aerodrome forecasts in coded format. TAF for aerodromes where there are METAR/SPECI observations covering most of the day are first issued at about 1600 UTC daily. A second issue is made between 2030 UTC and 2200 UTC. There is a further issue at about 0400 UTC for a limited number of aerodromes to meet the requirements of overnight operations.

Example of TAF

5.5.2 The following is an example of a domestic TAF coded message intended for domestic operations:

TAF NVVV 192053Z 192112 01015G28KT 30KM -SHRA SCT020 BKN035
TEMPO 0104 5000 +TSRAGS BKN010CB 2000FT WIND 36020KT

Decode of TAF

5.5.3 The following is the decode, using the information listed in Table GEN 3.5-2, of the message in paragraph 5.5.2:

(a) Aerodrome forecast for Port Vila, issued at 2053 UTC on the 19^{th} of the month, valid from 2100 UTC on the 19^{th} to 1200 UTC on the 20^{th} of the month.

(b) Surface wind: 010 degrees true, 15 knots gusts 28 knots.

(c) Visibility: 30 kilometres.

(d) Weather: Light shower of rain at the time of observation.

(e) Cloud: scattered cloud with a base at 2000 feet above aerodrome level, broken cloud with a base at 3500 feet above aerodrome level.

(f) Temporarily, between 0100 and 0400 UTC, visibility will reduce to 5000 metres in heavy thunderstorms with rain and small hail pellets, and broken cumulonimbus cloud at 1000 feet above aerodrome level.

(g) Wind at 2000 feet 360 degrees true at 20 knots (this is not included in TAF in the international format).

5.6 Route Forecasts (ROFOR)

5.6.1 ROFOR are provided for domestic and international IFR operations.

5.6.2 ROFOR, which are issued in a self-evident plain language form, are normally issued three hours prior to ETD, with a validity period from ETD to ETA plus two hours.

6 NOTIFICATION REQUIRED FROM OPERATORS

6.1 Pre-flight Information from Met Service

Domestic Scheduled Operations

6.1.1 Meteorological information for scheduled air transport operations is provided by prior arrangement. Met Service requires up-to-date schedules and notification of changes.

Domestic Non-scheduled Flights

6.1.2 Requests for forecasts for non-scheduled flights should be accompanied by the following information:

(a) name and address of the aircraft operator;

(b) aircraft registration and type;

(c) date and time forecast required;

(d) route, including intermediate stops;

(e) alternates required;

(f) altitudes or flight levels;

(g) ETD and ETA;

(h) VFR or IFR; and

(i) the location at which the product package is to be made available.

Scheduled International Services

6.1.3 Provided up-to-date schedules are provided to Met Service, notification of individual flights is not required. Changes to scheduled operation should be notified, if possible, at least 24 hours before ETD.

Non-scheduled International Flights

6.1.4 Requests for MET information should be made not less than 24 hours before ETD. The following information is required:

(a) name and address of the aircraft operator;

(b) aircraft registration and type;

(c) date and time forecast required;

(d) route, including intermediate stops;

(e) alternates required;

(f) flight levels;

(g) ETD and ETA;

(h) VFR or IFR; and

(i) the location at which the product package is to be made available.

6.1.5 Information provided to non-scheduled air transport and other operations currently consists of routine issues of forecasts.

7 AIRCRAFT REPORTS

7.1 AIREP

7.1.1 AIREP are required to be made and transmitted at the compulsory MET reporting points (regardless of the nature of prevailing meteorological conditions), and at other reporting points by agreement between the operator and the meteorological service provider.

7.2 AIREP Special

7.2.1 An AIREP Special should be made immediately to the nearest ATS unit when hazardous meteorological conditions are encountered or observed which, in the opinion of the pilot are, or may become severe enough to warrant a SIGMET, regardless of any reports from other aircraft and regardless of any SIGMET issued.

7.2.2 Hazardous meteorological conditions prompting an AIREP Special are:

(a) Severe turbulence;

(b) Severe icing;

(c) Severe mountain wave;

(d) Thunderstorms without hail;

(e) Thunderstorms with hail;

(f) Heavy dust/sandstorm;

(g) Volcanic ash cloud;

(h) Pre-eruption volcanic activity or volcanic eruption.

7.3 Reporting

7.3.1 AIREP and AIREP Special should be completed in accordance with the AIREP Format in Table ENR 1.1-2.

7.3.2 As set out in Table ENR 1.1-2, the minimum information required in an AIREP Special is:

(a) aircraft identification;

(b) aircraft position;

(c) time of report;

(d) flight level or altitude; and

(e) the nature of the meteorological phenomena being experienced or observed.

Wind Shear

7.3.3 Wind shear in the vicinity of an attended aerodrome should be reported to the ATS unit, regardless of any previous reports from other aircraft. The report should include as much information as possible on the following aspects:

(a) a simple warning of the presence of wind shear;

(b) the altitudes at which it was encountered;

(c) details of the effect on the aircraft, such as speed changes, vertical speed tendencies and changes in drift; and

(d) the size of any associated temperature inversion.

7.3.4 Wind shear encountered elsewhere should be reported to an ATS unit and at unattended aerodromes should be included in the normal radio calls.

Turbulence and Icing

7.3.5 Turbulence and icing and, in particular, severe turbulence and icing should be reported to the nearest ATS unit, regardless of any previous reports from other aircraft.

Volcanic Activity Reports

7.3.6 Volcanic activity reports should be made by the pilot of an aircraft whenever volcanic activity is observed, regardless of any previous reports from other aircraft.

7.3.7 Volcanic activity reports should be submitted to the nearest ATS unit and contain as much of the following information as possible:

(a) callsign;

(b) position;

(c) time;

(d) flight level or altitude;

(e) location of volcanic activity observed;

(f) air temperature;

(g) spot wind; and

(h) a brief description of the vertical and lateral extent of any ash cloud.

7.4 Occurrence Reports Required

7.4.1 The following should be reported to the CAAV using a CAAV Form CA005:

(a) significant discrepancies or gross inaccuracies in any meteorological information supplied by a CAR Part 174 certificate holder; and

(b) any problems in relation to BWR.

8 VOLMET

8.1 VOLMET Broadcasts

8.1.1 Nil

9 SIGMET

9.1 SIGMET Service

9.1.1 Provided by the Nadi Meteorological Office.

10 OTHER AUTOMATED METEOROLOGICAL SERVICES

10.1 Other Services

10.1.1 Nil

Table GEN 3.5-2
Meteorological Terminology

Wind		
Speed	METAR SPECI TREND TAF VOLMET ARFOR Take-off & landing reports SPARs ATIS	Measured in knots, with gusts indicated where they exceed the mean wind speed by 10 knots or more. Gust information follows mean wind speed separated by the letter G e.g. 24015G30KT Calm is indicated by 00000KT
Direction	METAR SPECI TREND TAF VOLMET ARFOR	**Degrees true** VRB indicates variable e.g. VRB02KT
	Take-off & landing reports SPARs ATIS	**Degrees magnetic**
Direction Variability	METAR SPECI	When the direction varies by 60 degrees or more, the extreme directions are given, separated by the letter V e.g. 260V330
Visibility		
	METAR SPECI	Up to 9999 metres, visibility is reported in metres e.g. 3000. Above 9999 metres, visibility is reported in kilometres e.g. 10KM Where there is a marked variation in the visibility, the direction of the minimum visibility is added e.g. 2000SW. A second group may be added in very poor visibility conditions e.g. 1200SW 7000E
	TREND TAF VOLMET ARFOR	Up to 9999 metres, visibility is forecast in metres e.g. 7000. Above 9999 metres, visibility is forecast in kilometres e.g. 20KM
	Take-off & landing reports SPARs ATIS	Reported in metres when the visibility is less than 5000 metres e.g. 3000m. Visibility of 5000 metres or more are reported in kilometres e.g. 5KM

Code for significant present and forecast weather				
Qualifier		**Weather Phenomena**		
Intensity or Proximity	*Descriptor*	*Precipitation*	*Obscuration*	*Other*
– Light Moderate (no qualifier) + Heavy **VC** In the vicinity	**SH** Shower(s) **TS** Thunderstorm **MI** Shallow **BC** Patches **PR** Partial *(covering part of the aerodrome)* **DR** Low Drifting **BL** Blowing **FZ** Freezing *(Super-cooled)*	**DZ** Drizzle **RA** Rain **GS** Small Hail and/or snow pellets **GR** Hail **SN** Snow **SG** Snow Grains **PL** Ice Pellets **IC** Ice Crystals *(Diamond Dust)*	**BR** Mist **FG** Fog **HZ** Haze **FU** Smoke **VA** Volcanic Ash **DU** Widespread Dust **SA** Sand	**SQ** Squall **FC** Funnel cloud(s) *(Tornadoes or Water spouts)* **PO** Dust/sand whirls *(Dust Devils)* **SS** Sandstorm **DS** Duststorm

Notes:

1. The weather groups described above are primarily set out in such a way that by following simple rules (as set out in Notes 4 to 10 below), the most appropriate description(s) of the present weather entered into an encoded METAR or SPECI message can be decoded.
2. Any of the groups or combinations of groups described above may be used in SPAR.
3. Any of the groups or combinations of groups described above, with the exception of the term VC, may be used to forecast weather phenomena in TREND, TAF, VOLMET and ARFOR products.

The following notes apply exclusively to the way that present weather is encoded in METAR and SPECI reports.

4. The weather group(s) are coded by combining appropriate abbreviations from each column working from left to right e.g. a heavy shower of rain is encoded as: +SHRA.
5. If there is more than one weather phenomena, up to 3 separate groups are encoded in the same order as the columns in the table e.g. light drizzle and fog is encoded as: –DZ FG.
6. An exception to the above rule is that more than one form of precipitation are joined together with the dominant type first e.g. SNRA indicates moderate snow and rain (sleet), with snow the dominant precipitation.
7. GS signifies that the largest hailstones are less than 5mm in diameter, otherwise GR is used.
8. VC (vicinity) denotes “within 8km of the airfield perimeter”, but not at the airfield itself.
9. FG (fog) is used when visibility is less than 1000m.
10. BR (mist) is used when visibility is between 1000m and 5000m.

Cloud			
Cloud Type and Abbreviation	TREND TAF VOLMET	Cumulonimbus	CB
	METAR SPECI Take-off & landing reports SPARs ATIS	Cumulonimbus Towering Cumulus	CB TCU
	ARFOR	Altostratus Altocumulus Nimbostratus Stratocumulus Stratus Cumulonimbus Towering Cumulus	AS AC NS SC ST CB TCU
Cloud Amount	METAR SPECI TREND TAF VOLMET ARFOR Take-off & landing reports SPARs ATIS	SKC FEW SCT BKN OVC	Sky clear (no cloud at all) 1–2 oktas 3–4 oktas 5–7 oktas 8 oktas
Cloud Height	METAR SPECI TREND TAF VOLMET	Hundreds of feet above aerodrome level	
	ARFOR	Hundreds of feet above mean sea level (AMSL)	
	Take-off & landing reports SPARs ATIS	Feet above aerodrome level	
Note: When the sky is obscured, or forecast to be obscured (e.g. because of fog), the cloud group will be entered as VV/// (vertical visibility unavailable)			
Additional METAR/SPECI Terminology			
METAR and SPECI	COR	Corrected: as in SPECI COR This implies that the text of the SPECI and/or the text of the appended TREND has been corrected	

Forecast Terminology		
TAF	AMD	Amended: as in TAF AMD
	COR	Corrected: as in TAF COR
	BECMG 2201	Used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values at a regular or irregular rate and at an unspecified time within the period 2200 to 0100 UTC
	FM2230	Used when one set of prevailing weather conditions is expected to change significantly and more or less completely to a different set of conditions, with the change expected to occur at 2230 UTC
	TEMPO 0207	Used to describe expected frequent or infrequent temporary fluctuations in the meteorological conditions, which reach or pass specified threshold values and last for a period of less than one hour in each instance, with the temporary fluctuations expected to occur between 0200 and 0700 UTC. Such fluctuations take place sufficiently infrequently for the prevailing conditions to remain those originally forecast
	PROB30	Used to indicate the probability of the occurrence of an alternative forecast element over a specified time frame e.g. PROB30 1721 0500 FG indicates that there is a 30% chance of visibility reducing to 500m in fog between 1700 and 2100 UTC
	PROB40 TEMPO 1722	Used to indicate the probability of the temporary occurrence of an alternative forecast element over a specified time frame e.g. PROB40 TEMPO 0206 3000 +TSRA BKN018CB indicates that there is a 40% chance that temporarily, between 0200 and 0600 UTC, the visibility will reduce to 3000m in heavy thunderstorms and rain, with broken Cumulonimbus cloud at 1800ft above aerodrome level
TREND	NOSIG	No Significant Change to the conditions reported in the METAR or SPECI Note: If the trend “NOSIG” is appended to a SPECI reporting poor visibility and/or low cloud, the conditions at that aerodrome are forecast not to change during the 2 hours following the issue time of the SPECI
	BECMG	Used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values at a regular or irregular rate, with such changes expected to occur throughout the 2-hour validity of the TREND

Forecast Terminology cont		
TREND *(cont)*	BECMG FM0500	Used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values at a regular or irregular rate, with such changes expected to commence occurring from 0500 UTC
	BECMG TL1800	Used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values at a regular or irregular rate, with such changes already occurring, but expected to be complete by 1800 UTC
	BECMG AT2130	Used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values, with the change expected to occur at 2130 UTC
	TEMPO	Used to describe expected frequent or infrequent temporary fluctuations in the meteorological conditions, which reach or pass specified threshold values and last for a period of less than one hour in each instance. Such fluctuations are expected to occur during the 2 hours following the issue time of the METAR or SPECI, and to take place sufficiently infrequently for the prevailing conditions to remain those originally reported in the METAR or SPECI
	TEMPO FM2300	As for TEMPO above, except that such temporary fluctuations are expected to commence occurring from 2300 UTC
	TEMPO TL0400	As for TEMPO above, except that such temporary fluctuations are already occurring and are expected to cease from 0400 UTC
TAF TREND ARFOR	NSW	Nil Significant Weather
ARFOR	FZL	Freezing Level in feet above mean sea level
	WX	Forecast weather
	TURB	Turbulence
	ICE	Icing
	FREQ	Frequent
	OCNL	Occasional
	PS MS	Plus e.g. PS06 is plus 6 degrees Celsius Minus e.g. MS03 is minus 3 degrees Celsius

Table GEN 3.5-3
Amendment Criteria for Meteorological Forecasts and Issuing Criteria for SPECIs

Product	MET Element		Amendment Criteria
TAF	**QNH Forecasts:**		When the QNH is expected to fall outside the range previously forecast
			A forecast change of 60° or more provided the mean speed is 10kt or more before and/or after the forecast change An expected change of 10kt or more
TAF TREND	**Wind:**	Direction	A forecast change of 60° or more provided the mean speed is 10kt or more before and/or after the forecast change
		Speed	An expected change of 10kt or more
	Visibility:		When the visibility is forecast to deteriorate or improve, with forecast changes to or passing through 8000m, 5000m, 3000m, 1500m, and 800m
	Cloud:	Amount	Provided the forecast height of the cloud base is at or below 1500ft, when the amount is forecast to change from SCT, FEW, or SKC to BKN or OVC, or from BKN or OVC to SCT, FEW, or SKC
		Height of base	Provided the amount of cloud before and/or after the change is BKN or OVC, when the height of the base of the cloud layer lowers or lifts, and changes to or passes through 1500ft, 1000ft, or 500ft AGL
		Type	When CB are forecast to develop or dissipate

Product	MET Element		Amendment Criteria
TAF TREND (continued)	**Weather Phenomena:**		When any of the following weather phenomena or combinations thereof are forecast to begin or end or change in intensity: (a) freezing precipitation (b) freezing fog (c) moderate or heavy precipitation (including showers thereof) (d) low drifting dust, sand, and snow (e) blowing dust, sand, and snow (including duststorm, sandstorm and snowstorm) (f) thunderstorm (with or without hail) (g) squall (h) funnel cloud (tornado or waterspout) (i) other phenomena that are expected to cause a significant change in visibility
SPECI	**Wind:**	Direction	Change of 60° or more since the last report provided the mean speed is 10kt or more before and/or after the change
		Speed	A change by 10kt or more since the last report
		Gustiness	An increase of 10kt or more since the last report provided mean wind speed is 15kt or more before and/or after the change
	Visibility:		When the visibility is deteriorating or improving and changes to or passes through 8000m, 5000m, 3000m, 1500m, and 800m

Product	MET Element		Amendment Criteria
SPECI (continued)	**Cloud:**	Amount	Provided the height of the cloud base is at or below 1500ft when the amount is observed changing from SCT, FEW, or SKC to BKN or OVC, or from BKN or OVC to SCT, FEW, or SKC
		Height of base	Provided the amount of cloud before and/or after the change is BKN or OVC, when the height of the base of the cloud layer lowers or lifts, and changes to or passes through 1500ft, 1000ft, or 500ft AGL
	Present Weather:	Change in intensity	When any of the following weather phenomena or combinations thereof change in intensity: (a) freezing precipitation (b) moderate or heavy precipitation (including showers thereof) (c) duststorm (d) sandstorm
		Onset or cessation	When any of the following weather phenomena or combinations thereof begin or cease: (a) freezing precipitation (b) freezing fog (c) moderate or heavy precipitation (including showers thereof) (d) low drifting dust, sand, and snow (e) blowing dust, sand, and snow (f) duststorm (g) sandstorm (h) thunderstorm (with or without hail) (i) squall (j) funnel cloud (tornado or waterspout) (k) ice crystals

GEN 3.6 SEARCH AND RESCUE

1 RESPONSIBLE SERVICES

1.1 Organisation

1.1.1 The search and rescue service in Vanuatu is provided by Airports Vanuatu Limited, and is coordinated by the Rescue Coordination Centre (RCC) in Nadi, which is responsible for the provision of search and rescue service in the Nadi Search and Rescue Region (SRR).

Rescue Coordination Centre

Rescue Coordination Centre
Air Traffic Management Operations Centre
Strategic Air Services Limited
PO Box 9230
Nadi International Airport
Fiji Islands

Tel	(679) 6725 777 ext 4183/4184 Mobile (679) 9983233
Fax	(679) 6722 470
	(679) 6724 600 (ATC Centre)
TELEX	nil
AFS	NFFNYCYX

1.1.2 The organisation of the service is based on the utilisation of civil and military facilities. The military facilities are based in New Zealand and New Caledonia and occasionally in Fiji.

1.1.3 In order to provide a rapid and efficient response to an aircraft accident occurring at sea within the Port Vila Sector of the Nadi FIR, a Rescue Sub Centre (RSC) is established under the Vanuatu Police Maritime Wing. Rescue Sub Centre (Maritime) Vanuatu.

D

Rescue Sub Centre Vanuatu

Vanuatu Maritime Authority
PO Box 320
Port Vila
VANUATU

Tel	(678) 7744557 (Office)
Fax	(678) 22 949

SANTO

Tel	(678) 36 615
Fax	(678) 36 617

State “Vanuatu Maritime Authority” at the beginning of the text of the message.

Rescue Sub Centre New Caledonia

1.1.4 The other related RSC is in neighbouring New Caledonia and is responsible for the provision of search and rescue service in the New Caledonia Sector of the Nadi FIR. The New Caledonia Sector constitutes the New Caledonia Sub Search and Rescue Region (SUB SRR).

Centre Secondaire de Sauvetage
B.P. 37
Aeroport International de la Tontouta
NEW CALEDONIA

Tel	(687) 352 434 (when SUB SRR activated)
Fax	(687) 352 423/352 425
TELEX	Nil
AFS	NWWWYCYX

1.1.5 During an emergency, the Chief Executive Officer of Airports Vanuatu Limited, under the authority of the Minister responsible for Civil Aviation shall direct operations from the Port Vila RSC in collaboration with the RCC Nadi and/or the RSC New Caledonia.

1.1.6 In the event of an aircraft accident occurring at sea, the Commissioner of Police (Maritime Wing), under the authority of the Minister of Civil Aviation, shall direct operations and coordinate with all departments involved.

2 AREA OF RESPONSIBILITY

2.1 General

2.1.1 The search and rescue service is responsible for SAR operations within the Port Vila Sector of the Nadi FIR.

3 TYPES OF SERVICE

3.1 General

3.1.1 Details of all rescue units are given in Table GEN 3.6-1.

Table GEN 3.6-1
Search and Rescue Units

NAME	LOCATION	FACILITIES	REMARKS
NADI RCC	Nadi Intl	P3K, C130H ELR* Marine — RV, RB	Refer to AIP — Fiji Islands
NEW CALEDONIA RSC PAC	Tontouta	Various LRG, HEL Marine — RV	Refer to AIP — France
PORT VILA MARINE SAR COORDINATION HEADQUARTERS	Port Vila	BN2P, C172, C206, HEL, M7 SRG Marine — RB/LTD	Releasable
PORT VILA RSC	Port Vila	BN2P, C172, C206, HEL, M7 SRG Marine — RV, RB/LTD	Releasable

4 SAR Agreements

4.1 General

4.1.1 An Agreement has been concluded between the SAR service of the Fiji Islands and Vanuatu concerning the provision of assistance upon receipt by the former of a request from the latter for aid. The agreement provides for facilitation of the over-flight and landing of search and rescue aircraft without prior permission after dispatch of a flight plan, for similar facilitation of the entry of surface vessels of the SAR service and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stopovers, accommodation and transportation of crew members, and for direct communication between the two SAR services on all common search and rescue matters. Copies of this agreement are available upon request from Airports Fiji Limited.

5 CONDITIONS OF AVAILABILITY

5.1 General

5.1.1 All services listed in Table GEN 3.6-1 are continuously available.

6 PROCEDURES AND SIGNALS USED

6.1 Procedure for an Aircraft Requiring SAR Escort

6.1.1 If the pilot of an aircraft, whilst flying over water or a sparsely inhabited area, has any reason to believe that the operating efficiency of the aircraft is impaired, the appropriate ATS unit should be notified so that the RCC is forewarned should the situation deteriorate. If, at this stage or later, the pilot considers it advisable, interception and escort by a SAR aircraft may be requested.

6.1.2 Disparity in speeds and normal altitudes between some aircraft and SAR aircraft may not permit continuous escort in the accepted sense. The SAR aircraft may turn back along the intended track of the aircraft requiring escort before the interception, so that the latter is catching up with the former. It is most important that radiotelephony (RTF) contact is established between the two aircraft as early as possible and maintained throughout the operation.

6.2 Procedures for a Pilot Observing a Distress Incident

6.2.1 A pilot observing that either another aircraft or a surface craft is in distress, unless unable or in the circumstances of the case considers it unreasonable or unnecessary, must:

(a) keep the craft in distress in sight until no longer necessary or until no longer able to remain in the vicinity of the distressed craft;

(b) if position is not known with certainty, take such action as will facilitate the determination of it;

(c) report to the RCC or aeronautical station as much of the following information as possible:

(i) type of craft in distress, its identification and condition;

(ii) its position, expressed in geographical coordinates or in distance and true bearing from a distinctive landmark;

(iii) time of observation (in UTC);

(iv) number of persons observed;

(v) whether persons have been seen to abandon the craft in distress;

(vi) number of persons observed to be afloat; and

(vii) apparent physical condition of survivors.

(d) act as instructed by the RCC.

6.2.2 If the pilot of the first aircraft to reach the place of the incident is unable to establish communication with an aeronautical station, that pilot should take charge of activities of all other aircraft that arrive until handing control over to the aircraft best able to provide communication.

6.3 Procedures for a Pilot Intercepting a Distress Message

6.3.1 Whenever a distress message is intercepted on radio by a pilot of an aircraft, other than a search aircraft, the pilot is required to:

(a) if possible take a bearing on the transmission;

(b) listen out and if no acknowledgement is heard, acknowledge receipt and relay the message to the appropriate aeronautical station by any means available;

(c) if necessary, exercise control of communications until the aeronautical station is able to take control;

(d) plot the position of the craft in distress if given; and

(e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the distress message.

6.4 Non-radio Distress and Urgency Signals

6.4.1 In a distress situation, if radio is not available, any of the following distress signals may be used as an alternate means of obtaining assistance:

(a) rockets or shells throwing red lights, fired one at a time or at short intervals;

(b) a parachute flare showing a red light.

6.4.2 In an urgency situation, if radio is not available, the following urgency signals may be used as an alternative:

(a) a succession of green pyrotechnic lights;

(b) a succession of green flashes with signal apparatus.

6.4.3 In addition to the above, the following signals used either together or separately, mean that the pilot of an aircraft wishes to notify difficulties which compel it to land without requiring immediate assistance:

(a) the repeated switching on and off of the landing lights;

(b) the repeated switching on and off of the navigation lights;

(c) a succession of white pyrotechnic lights.

6.4.4 If a forced landing has been made, every effort should be made to attract attention using the "Ground-Air visual signal code".

6.5 Procedure for Directing a Surface Craft to a Distress Incident

6.5.1 When it is necessary for a pilot to direct a surface craft to the place where an aircraft or surface craft is in distress, the pilot should do so by transmitting precise instructions by any means available. If such precise instructions cannot be transmitted, they should be given by carrying out the following procedure:

(a) circle the surface craft at least once;

(b) cross the projected course of the surface craft close ahead at low altitude:

  (i) rocking the aircraft; or

  (ii) opening and closing the throttle; or

  (iii) changing the propeller pitch.

(c) then heading in the direction in which the surface craft is to be directed;

(d) repeat these procedures until the surface craft acknowledges.

6.5.2 Because of the high noise levels on board surface craft the sound of changes in throttle settings and propeller pitch may be less effective than rocking the aircraft, and are regarded as an alternative means of attracting attention.

6.5.3 Current maritime signalling procedures are:

(a) for acknowledging receipt of signals:

  (i) hoisting of the “Code pennant” (vertical red and white stripes) close up (meaning understood);

  (ii) flashing a succession of morse code “T” by signal lamp;

  (iii) changing of heading.

(b) for indicating inability to comply:

  (i) hoisting of the international flag “N” (blue/white checks, 16 squares);

  (ii) flashing a succession of morse code “N” by signal lamp.

6.6 Procedure to Signify that Assistance from a Surface Craft is no Longer Required

6.6.1 When assistance of a surface craft is no longer required an aircraft should cross the wake of the surface craft close astern at low altitude:

(a) rocking the aircraft; or

(b) opening and closing the throttle; or

(c) changing the propeller pitch.

6.6.2 As noted previously, because of the high noise levels on board surface craft, rocking the aircraft may be more effective than changing throttle settings or propeller pitch in attracting attention.

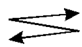
6.7 Long-distance Telephone Calls — Emergencies

6.7.1 Within Vanuatu, telephone calls in cases of extreme emergency should be made using the “222” system. In cases where a telephone company or Defence telephone operator is involved, the priority “FLASH” may be used. This priority is only to be used in cases of extreme operational urgency when safety of life is involved e.g. aircraft in distress, aircraft crash, forest fire, etc.

6.8 Ground–Air Emergency Visual Signalling Code

6.8.1 The standard ground-to-air visual emergency signalling code and the standard visual signalling code for communication from ground search parties to search aircraft are detailed in Table GEN 3.6-2.

Table GEN 3.6-2
Ground–Air Visual Signal Code

Ground–air visual signal code for use by survivors		
No.	Message	Code Symbol
1	Require assistance.	**V**
2	Require medical assistance.	**X**
3	No or Negative.	**N**
4	Yes or Affirmative.	**Y**
5	Proceeding in this direction.	↑
Ground–air visual signal code for use by rescue units		
No.	Message	Code Symbol
1	Operation completed.	**LLL**
2	We have found all personnel.	**LL**
3	We have found only some personnel.	++
4	We are not able to continue. Returning to base.	**XX**
5	Have divided into two groups. Each proceeding in direction indicated.	
6	Information received that aircraft is in this direction.	→ →
7	Nothing found. Will continue to search.	**NN**

6.8.2 Symbols should be formed by using strips of fabric, parachute material, pieces of wood, stones or any other available material, taking the following into account:

(a) Make symbols not less than 2.5m high (larger if possible) and exactly as depicted.

(b) Provide maximum colour contrast.

6.8.3 Endeavour to attract attention by other available means such as:

(a) radio, signal light, flares, heliograph, smoke or flames;

(b) a signal consisting of a square flag with above or below it a ball or anything resembling a ball;

(c) the two flag signal corresponding to the letters NC of the international Code of Signals

N — blue/white checks, 16 squares;

C — blue/white/red/white/blue horizontal bars; and

(d) sea marker dye.

6.9 Aid to Aircraft in Detecting Distressed Small Craft

6.9.1 To aid aircraft in detecting small craft in distress, such craft are advised to carry a 1.8m x 1.2m, or larger, fluorescent sheet for use in an emergency. These sheets should be coloured orange/red and bear a black letter “V” not less than 750mm high. Although use of these sheets is not yet accepted internationally, the letter “V” in the international code has the meaning “I require assistance”. Therefore, pilots observing such a signal displayed in a prominent position on a small craft should interpret it as a distress signal and act accordingly.

6.10 Acknowledgement by Search Aircraft

6.10.1 The following signals by aircraft mean that the ground signals have been understood:

(a) during the hours of daylight — rocking the aircraft;

(b) during the hours of darkness — flashing on and off twice the aircraft landing lights or, if not so equipped, switching on and off twice the navigation lights.

6.10.2 Lack of the above signal means that the ground signal is not understood.

7 EMERGENCY LOCATOR TRANSMITTER (ELT)

7.1 General

7.1.1 The essence of a successful SAR operation is the speed with which it can be accomplished. In each incident the SAR organisation will always assume that there are survivors who need help and whose chances of survival diminish with time. ELT facilitate rapid location of a distress incident by day and night and their carriage is now compulsory in most Vanuatu registered aircraft (see GEN 1.5) and surface vessels. These battery operated radio transmitters emit a radio signal modulated by a distinctive downward swept audio tone. ELT operate on 121.5 MHz, 243 MHz, and/or 406 MHz.

7.2 Emergency Activation

7.2.1 To prevent valuable search time being wasted it is imperative that:

(a) Any ELT that is not automatically activated is switched on as soon as possible after any emergency and left on until rescue. **The switching on and off of any ELT will void a radio search procedure.**

(b) In the event of all survivors leaving the crash scene the ELT must be carried with them. The prime objective of the search is to find the survivors, not the wreckage.

7.3 Inadvertent Activation

7.3.1 Inadvertent activation of ELT has occurred on numerous occasions in Vanuatu. It can occur as a result of aerobatics, hard landing, or accidental activation during aircraft servicing. To detect an inadvertent activation pilots should:

(a) prior to engine shut down at the end of each flight, tune the aircraft receiver to 121.5 MHz (or 243 MHz if applicable) and listen for ELT signals; and

(b) if an ELT is heard, ensure that their own aircraft's ELT is not operating. If it is found that it has been activated, switch it off and take the action described in 6.6.1.

Note:

Maintenance may be required before an automatic activation unit is returned to the armed position.

7.3.2 Reminders to ensure that the ELT is switched off at the end of flights should be placed on aircraft checklists or placards. Use of other effective reminders is encouraged.

7.3.3 To prevent inadvertent activation, batteries must be removed before an ELT is dispatched for maintenance.

7.3.4 Any person detecting the inadvertent activation of an ELT must report the activation immediately to the nearest ATS unit in order that any SAR action commenced as a result of the transmission may be terminated.

7.4 ELT Testing

7.4.1 Operational testing of ELT should, if possible, be carried out only in shielded areas under controlled conditions. False signals on the distress frequencies can interfere with actual distress transmissions as well as decrease the degree of urgency that should be attached to such signals. Aircraft operational testing is authorised on 121.5 MHz/243 MHz as follows:

(a) tests should be no longer than three audio sweeps; and

(b) tests may be conducted only within the time period made up of the first five minutes after each hour. Emergency tests outside this time must be coordinated with the nearest ATS unit. Airborne ELT tests are NOT permitted.

7.5 ELT Reporting Procedures

7.5.1 On receiving an ELT signal, pilots must report the following information to the nearest ATS unit:

(a) aircraft position and time when the signal was first heard;

(b) aircraft position and time when the signal was last heard;

(c) aircraft position at maximum signal strength; and

(d) aircraft level, strength and frequency of emergency signal (121.5 MHz or 243.0 MHz).

GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

AIRPORTS
VANUATU

GEN 4.1 AERODROME CHARGES

1 AERODROME CHARGES

1.1 General

1.1.1 Aerodrome and heliport charges in Vanuatu are established by Airports Vanuatu Limited.

1.1.2 Information on charges applicable at the three international airports in Vanuatu — Port Vila, Santo and Tanna is provided in this section.

1.1.3 All charges in this section are effective from 13 June 2008.

2 LANDING OF AIRCRAFT

2.1 International Airports

2.1.1 The landing charges are calculated on the basis of maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

2.1.2 The charges applicable to Port Vila International, Santo International and Tanna International airports are shown in Table GEN 4.1-1 and Table GEN 4.1-2.

Table GEN 4.1-1
International Flights

AIRCRAFT CATEGORY BY WEIGHT (KG)		CHARGE PER 1,000KG OR PART THEREOF (VATU)
CAT 1	Below 20,000	385 Vt
CAT 2	20,001 – 60,000	533.5 Vt
CAT 3	Over 60,001	803 Vt

Table GEN 4.1-2
Domestic Flights

AIRCRAFT CATEGORY BY WEIGHT (KG)		CHARGE PER 1,000KG OR PART THEREOF (VATU)
CAT 1	Below 20,000	220 Vt
CAT 2	20,001 – 60,000	533.5 Vt
CAT 3	Over 60,001	803 Vt

2.2 Landing Charges — Outer Island Airports

2.2.1 A landing fee of Vt 300 will be charged by the airport owner to all aircraft for each landing at all outer island airports which are calculated as per the table at GEN 4.1-1.

2.3 Charges Outside Daylight Hours

2.3.1 Outside daylight hours as defined in the AIP GEN 2.7 the charges are applicable at Port Vila and Santo airports are listed in Table GEN 4.1-3.

Table GEN 4.1-3
Landing Charges

TAKE-OFF AND LANDING CHARGES OUTSIDE DAYLIGHT HOURS	
Aircraft engaged in international service/flights	Vt 16,500 for each landing and take-off
Aircraft engaged in domestic services	Vt 9,900 for each landing and take-off

2.4 Charges Outside Normal ATS Hours

2.4.1 Outside normal ATS hours as defined in the AIP GEN 3.3, the after hours ATS opening charge applicable at Port Vila and Santo will be Vt 20,000 per hour or part thereof.

3 Parking, Hangarage and Long-term Storage of Aircraft

3.1 Parking of Aircraft

3.1.1 The following parking charges apply to all aircraft parked at Port Vila, Santo and Tanna International airports:

The first 12 hours are free — thereafter the parking charge for all aircraft with a maximum permissible take-off weight of 5,700kg or more is:

(a) 12 to 48 hours — 14% of the standard landing fee per hour; or

(b) more than 48 hours — Vt200 per day.

3.2 Hangar Accommodation

3.2.1 Parking charges do not apply to aircraft parked in a hangar or on the hangar apron undergoing maintenance.

4 Passenger Service Charges

4.1 General

4.1.1 The owner or charterer of every aircraft engaged in carrying passengers for hire or reward is charged a passenger service charge in respect of each embarking passenger at Port Vila, Santo and Tanna International airports.

4.1.2 The passenger service charge is set as follows:

(a) International flights — Vt3400

(b) Domestic flights — Vt400

(c) For flights departing from all outer island airports other than Port Vila, Santo or Tanna — Vt250 per passenger.

4.1.3 The following persons are exempt from the passenger service charge:

(a) passengers under 12 years of age;

(b) passengers who, within 24 hours of arriving in Vanuatu, depart from Vanuatu to a country or territory other than the country of origin of their flight to Vanuatu;

(c) passengers in transit without clearance through the customs and immigration control in Vanuatu;

(d) passengers travelling for urgent medical reasons and not more than 2 passengers travelling in attendance on such a passenger;

(e) passengers engaged in technical, meteorological, humanitarian or search and rescue operations;

(f) passengers on an aircraft being used for the military, diplomatic or ceremonial purposes of the government of any country;

(g) passengers on an aircraft that has returned to or landed in Vanuatu because of an emergency or for technical reasons, and subsequently departs on the same or another aircraft;

(h) a person to whom any privileges or immunities are accorded under the Diplomatic Privileges and Immunities Act;

(i) an official of the Government of Vanuatu who holds an official or diplomatic passport; or

(j) aircraft crew travelling on duty, including positioning crew.

5 SECURITY

5.1 General

5.1.1 Any aircraft landing at and departing from Port Vila and Santo International airports, on an international passenger flight (scheduled or non-scheduled) for which security services have been provided, is charged a passenger security charge as follows:

Passenger Security Charge — Vt400 per international passenger.

6 NOISE RELATED ITEMS

6.1 General

6.1.1 Nil

7 OTHER

7.1 Standby Alternate

7.1.1 When either Port Vila or Santo is nominated as a standby alternate, a charge applies. A price will be available on application to Airports Vanuatu Limited.

Note:

The charge applies regardless of whether or not the aerodrome is used for landing.

8 Exemptions and Reductions

8.1 Exemptions

(a) Diplomatic aircraft;

(b) Test or training flights;

(c) Aircraft engaged in flights of a humanitarian nature, including search and rescue flights; and

(d) Emergency landings.

9 Methods of Payment

9.1 General

9.1.1 All charges are payable on arrival and before departure of the aircraft and are to be paid by the pilot-in-command of the aircraft to the authorised officer of Airports Vanuatu Limited at the airport unless by prior arrangement. Airlines may make payments directly to the Chief Executive Officer of Airports Vanuatu Limited on a monthly or quarterly basis. Where charges are not paid within 30 days, they are liable to recovery as a civil debt including interest costs.

9.1.2 The passenger service charge may, by prior arrangement, be paid to Airports Vanuatu Limited at Port Vila International Airport by any airline with an office established in Port Vila or Santo, on the last day of each month in respect of passengers carried by that airline during the preceding month.

9.1.3 Security service charges are due within 30 days of receipt of an invoice, and are to be paid by the airline representative to the Chief Executive Officer of Airports Vanuatu Limited, Port Vila. If payment is not made within 30 days, the charges will be recovered as a civil debt together with costs including interest charges.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1 TERMS AND CONDITIONS

1.1 General

1.1.1 All aircraft landing at aerodromes within Vanuatu territory are charged Vt50 per 1,000kg or part thereof, in respect of air navigation, communications and air traffic control services.

1.1.2 The charge is calculated on the basis of the Maximum Take-off Weight (MTOW) of the aircraft as set out in the certificate of airworthiness.

1.1.3 For ATS operations extended beyond published hours a charge of Vt20,000 per hour will be made. This is for a minimum of 1 hour or a maximum of 2 hours.

1.2 Exemptions/Reductions

1.2.1 Refer to Section GEN 4.1.3.

1.3 Methods of Payment

1.3.1 All charges are payable on arrival and before departure of the aircraft and are to be paid by the pilot-in-command of the aircraft to the authorised officer of Airports Vanuatu Limited at the airport unless by prior arrangement. Airlines may make payments directly to the Chief Executive Officer of Airports Vanuatu Limited on a monthly or quarterly basis. Where charges are not paid within 30 days, they are liable to recovery as a civil debt including interest costs.

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ENR 1.1 GENERAL RULES AND PROCEDURES

1 GENERAL RULES

1.1 CAR Part 91

1.1.1 General operating and flight rules for the operation of civil aircraft are prescribed in CAR Part 91.

2 COMMUNICATION PROCEDURES — NADI OCEANIC FIR

2.1 General

2.1.1 Aircraft operating within the Port Vila Sector of the Nadi Oceanic FIR are required to maintain a continuous listening watch with the appropriate Air/Ground radio station or ATC sector as advised. This can be achieved by the use of direct speech VHF RTF, HF voice, or Data Link. The requirement to maintain a continuous listening watch using HF can be met by the use of SELCAL.

2.1.2 On reaching the Nadi FIR boundary, or when instructed by Oceanic Control, aircraft entering the Nadi FIR must establish contact on VHF RTF with the appropriate Area Control Centre.

2.1.3 Aircraft vacating the Nadi FIR must transfer communications as instructed by ATC.

3 COMMUNICATIONS PROCEDURES — NADI FIR

3.1 General

IFR

3.1.1 During flight, aircraft operating under IFR must maintain listening watch as required by the appropriate authority and must not cease watch, except for safety reasons, without informing the aeronautical station(s) concerned. When operating as a controlled flight, aircraft must not change frequency until instructed to or authorised by ATC.

VFR

3.1.2 The pilot of an aircraft operating VFR is required to contact ATS for an ATC clearance:

(a) prior to operating on the manoeuvring area of a controlled aerodrome; and

(b) prior to entering class D airspace.

3.1.3 The pilot of an aircraft operating VFR is required to contact ATS:

(a) before entering a Restricted Area or Military Operational Area where ATC is the controlling authority for the area;

(b) before entering a General Aviation Area where that area requires prior notification to, or approval from ATC, to activate the area; and

(c) to cancel or amend a SARTIME before the time expires.

3.1.4 It is recommended that the pilot of an aircraft operating VFR contact ATS if:

(a) an ATC service may be of use; and

(b) NOTAM or weather information is required.

Flight Information Service Communication

3.1.5 When operating under VFR in Class G airspace, the pilot of an enroute aircraft should communicate with the nearest FIS or ATS unit. If, because of intervening terrain, or for any other reason, this is not possible, the following alternatives are suggested:

(a) Try to establish communication with any ATS unit;

(b) Increase altitude if practicable;

(c) Request another aircraft to relay your report;

(d) Utilise 5484 kHz or another appropriate HF frequency if available; and

(e) Transmit the report blind in the hope that someone may hear.

ELT

3.1.6 The carriage of an emergency location transmitter (ELT) is mandatory within Vanuatu territory. For this reason, in accordance with ICAO Standards and Recommended Practices, aircraft are required To continuously guard the international emergency frequency 121.5 MHz. This requirement does not apply when aircraft are carrying out communications on other VHF channels, or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two channels.

4 Position Reporting in Port Vila Sector of the Nadi FIR

4.1 General

4.1.1 When on ATS routes in the Nadi FIR, aircraft must report position at compulsory reporting points and waypoints. Aircraft must also report position at intersection waypoints where these are used in the route field of the flight plan.

4.1.2 When on uncharted (random) routes, aircraft are to report position at intervals of 5° or 10° of latitude or longitude (latitude if the track is predominantly north-south, longitude if east-west). If the aircraft traverses 10° in 1 hour and 20 minutes or less, 10° is to be used. Aircraft on diagonal tracks are to report at intervals not exceeding 1 hour and 20 minutes.

4.1.3 Where an aircraft is flying a user preferred random route, all waypoints published for these routes are compulsory reporting points except where these waypoints coincide with published non-compulsory reporting points or waypoints on an ATS route.

4.1.4 Aircraft that have deviated off-track are to report abeam any reporting point or waypoint.

4.1.5 Additional position reports are to be transmitted as requested by ATC.

4.1.6 When reporting using Voice or CPDLC the “Position” and “Next Position” shall only contain compulsory reporting points or waypoints unless requested otherwise by ATC. The “Ensuring Significant Point” may be either the compulsory or non-compulsory reporting point or waypoint after the “Next Position”.

Local VFR Flights

4.1.7 Local VFR flights operating in Vanuatu must report to ATS at intervals not exceeding 30 minutes. Under normal circumstances an "OPERATIONS NORMAL" call will suffice.

D

4.2 Using Voice

4.2.1 When reporting using Voice the AIREP form of report is to be used.

4.2.2 When on ATS routes, aircraft must transmit sections 1 & 3 at designated compulsory MET reporting points and waypoints, and section 1 of the AIREP at other designated compulsory reporting points and waypoints.

4.2.3 When on uncharted routes, aircraft must transmit section 1 of the AIREP at all fixes defining the route.

4.3 Using CPDLC

4.3.1 When reporting using CPDLC, aircraft are required to downlink a CPDLC position report:

(a) after an initial CPDLC connection when inbound from an area not providing CPDLC services; and

(b) after the completion of a CPDLC connection transfer; and

(c) at the FIR boundary on entry to the Nadi FIR (includes outbound from Vanuatu; and

(d) at compulsory reporting points; and

(e) when requested by ATC.

4.4 Using ADS

4.4.1 Aircraft reporting position via ADS are not required to downlink CPDLC position reports or report position using voice except:

(a) that a CPDLC position report is required at the FIR boundary on entry to the Nadi FIR (includes outbound from Vanuatu); and

(b) when requested by ATC.

4.5 Variation in True Airspeed

4.5.1 Except when aircraft are maintaining an ATC required mach number, any variation of average true airspeed, between reporting points, of plus or minus five per cent shall be notified to ATC as soon as possible.

4.6 Revision to Estimates

4.6.1 Except when reporting position via ADS, pilots must report immediately to ATC a corrected estimate for the next significant point at any time it becomes apparent that an estimate previously submitted is in error in excess of three minutes.

5 Position Reporting Under IFR — Port Vila Sector of the Nadi FIR

5.1 General

5.1.1 The pilot of an aircraft flying in accordance with IFR must comply with the position reporting procedures detailed in the following paragraphs.

5.1.2 After any frequency change, when no position report is required in accordance with the following procedures, pilots must advise callsign and cruise level, or callsign and level climbing/descending to.

5.1.3 Except when aircraft are maintaining an ATC required speed, any variation of average true airspeed, between reporting points, of plus or minus five percent must be notified to ATC as soon as possible.

5.1.4 When it becomes apparent that an estimate previously submitted is in error by in excess of three minutes, pilots must immediately report to ATC a corrected estimate for the next significant point. This does not apply when reporting position via ADS.

5.2 Distance Reference

5.2.1 In all cases, where distance information is provided as part of a position report, the distance reference is to be included. Examples are as follows:

(a) “20 VILA DME”; or

(b) “31 GPS VILA VOR”; or

(c) “8 MILES FROM TOUCHDOWN” (if on LOC/DME approach); or

(d) “3 MILES FROM FINAL APPROACH FIX” (if on GPS approach).

5.3 Position Reporting on Departure

5.3.1 At all aerodromes pilots are required to make a departure report as soon as practicable after take-off. Departure reports must contain the following information in the order listed:

(a) identification: report radio callsign;

(b) the estimated set heading time in minutes past the hour;

(c) the altitude to the nearest 100ft, followed by the phrase "CLIMBING TO" followed by the cleared altitude or flight level of the initial portion of the flight; and

(d) next position and time over: state the position at which the next report will be made and estimated time over the position in minutes past the hour.

5.4 Position and Altitude Reporting Enroute

5.4.1 Pilots must report position:

(a) when over each designated compulsory reporting point and navigation aid, or if the route is not defined by reporting points at intervals not exceeding 30 minutes;

(b) prior to entry into controlled airspace;

(c) on initial contact with each ATC unit or sector; and

(d) at other times when so requested by ATC.

5.4.2 In addition, pilots must report reaching and leaving assigned levels (selected levels if outside controlled airspace).

5.4.3 Position reports must contain the following information in the order listed:

(a) identification: report radio callsign;

(b) position:

   (i) use the identification of the navigation aid or name of reporting point over which the report is being made; or

   (ii) report DME distance from the ATC nominated navigation aid; or

   (iii) prefix the name of the reporting point by the word “abeam” when not immediately overhead the reporting point; or

   (iv) report bearing and distance from a significant geographical feature, navigation aid or reporting point; or

   (v) if the position cannot be defined as above, report position in latitude and longitude.

(c) time: report time in minutes past the hour. The time reported must be the actual time of the aircraft at the position and not the time of transmission;

(d) FL or altitude: report FL or altitude to the nearest 100ft. If the reported flight level or altitude is not in accordance with the table of cruising levels (see Table ENR 1.7-2) prefix the level with “non standard”. In addition, if climbing or descending report “CLIMBING TO” or “DESCENDING TO” as appropriate and the level the aircraft is climbing or descending to;

(e) next position and time over: state the position at which the next report will be made and estimated time over the position in minutes past the hour; and

(f) ETA: when the route is outside controlled airspace and not defined by designated reporting points, include ETA at the aerodrome of first intended landing, expressed in hours and minutes.

5.5 Position Reporting When Holding in Controlled Airspace

5.5.1 Unless otherwise instructed by ATC, aircraft that have been instructed to hold must report:

(a) When first crossing the aid/fix to carry out an entry.

(b) When established in the holding pattern after carrying out a Sector 1 or 2 entry.

(c) Training aircraft — when inbound in the holding pattern to the aid/fix and requesting an instrument approach or onwards clearance.

(d) When crossing the aid/fix on vacating the holding pattern.

5.6 Position Reporting During Instrument Approach at a Controlled Aerodrome

5.6.1 Unless otherwise instructed by ATC, the pilot of an aircraft cleared to make an instrument approach must report:

(a) When overhead the navigation aid prior to commencing reversal turn.

(b) When overhead the navigation aid outbound for procedure/base turn.

(c) When established on DME ARC.

(d) When crossing the Initial Approach Fix (IAF) on GPS approach.

(e) When commencing procedure or base turn leading to final approach.

(f) When establishing on final approach from a DME ARC or procedure/base turn.

(g) When crossing the Intermediate Approach Fix (IF) on GPS approach.

(h) When crossing the Final Approach Fix unless the pilot has reported visual and Tower has acknowledged.

(i) When the ground or water becomes continually visible and flight by instruments is no longer required.

(j) When commencing missed approach procedure.

5.6.2 The pilot of an aircraft making missed approach must report the following information in the order listed:

(a) identification: report radio callsign; and

(b) altitude: the phrase “CLIMBING TO” followed by the cleared altitude or flight level of the initial portion of the flight.

(c) position report during visual approach at a controlled aerodrome.

5.7 Position Report During Visual Approach at a Controlled Aerodrome

5.7.1 When changing frequency to aerodrome control, the pilot of an aircraft cleared to make a visual approach must report:

(a) identification: report radio callsign, followed by the phrase “VISUAL APPROACH”;

(b) position:

 (i) distance and direction from aerodrome; or

 (ii) distance and on final approach; or

 (iii) position in the circuit; or

 (iv) position relative to promulgated visual reporting point.

(c) altitude, and altitude descending to, if a restriction has been imposed.

6 Position Reporting Under Both IFR and VFR

6.1 Position Reporting at AFIS Aerodromes

6.1.1 Pilots of all aircraft operating outside controlled airspace below 3000ft AGL within a radius of 10NM of an AFIS attended aerodrome are required to maintain a continuous listening watch on the frequency listed in the COM box on the aerodrome chart and make the inbound, in circuit, taking off, and in transit calls listed below.

(a) Inbound:

- (i) overhead the navigation aid serving the aerodrome, or commencing instrument approach, or when established on a DME arc; and
- (ii) when established on final approach; and
- (iii) at the termination of the instrument procedure, i.e. when breaking off from the procedure to proceed in VMC to the aerodrome; and
- (iv) on landing.

(b) Taking off:

- (i) when about to taxi to the take-off position; and
- (ii) on departure.

(c) In transit: between 5–10NM from the aerodrome.

6.1.2 Example: “SANTO FLIGHT SERVICE RV 8 FINAL LANDING RUNWAY THREE ZERO”.

6.1.3 The first aircraft call is to be preceded by the name of the aerodrome followed by the words “FLIGHT SERVICE”.

6.2 Position Reporting at AFIS Aerodromes

6.2.1 Unattended aerodromes include controlled or AFIS aerodromes outside the hours of attendance.

6.2.2 The standard VHF frequency used within 10NM and below 3000ft AGL of an unattended aerodrome is 119.10 MHz for pilots to broadcast relevant information as detailed in paragraph 6.2.8.

6.2.3 When operating in the vicinity of Santo airport the frequency of 118.10 MHz shall be used to communicate with Santo Flight Service and other traffic.

6.2.4 As Norsup, Walaha and Redcliff aerodromes are in close proximity to Santo, 118.10 MHz shall be used for departure and arrival calls at these 3 aerodromes.

6.2.5 For all other aerodromes in non-controlled areas 119.10 MHz shall be used.

6.2.6 Pilots departing unattended aerodromes may obtain traffic information from Vila or Santo FIS as appropriate.

6.2.7 In the event of non contact on VHF the HF frequency of 5484 kHz shall be used.

6.2.8 For the benefit of other traffic, pilots should broadcast their position, altitude and intentions as listed below:

(a) Inbound:

- (i) overhead the radio aid serving the aerodrome, or commencing instrument approach, or when established on a DME arc; and
- (ii) when established on final approach; and
- (iii) at the termination of the instrument procedure, i.e. when breaking off from the procedure to proceed in VMC to the aerodrome; and
- (iv) immediately before joining the aerodrome traffic circuit.

(b) In circuit: downwind when abeam the upwind end of the RWY.

(c) Taking off:

- (i) when about to taxi to the take-off position; and
- (ii) on departure; if leaving the aerodrome traffic circuit, the direction of flight should be indicated.

(d) In transit: between 5–10NM from the aerodrome.

6.2.9 Each aircraft transmission is to be preceded by the name of the aerodrome, followed by the word: “TRAFFIC”.

6.2.10 Example: “TANNA TRAFFIC RV 10 DOWNWIND ONE THOUSAND FEET LANDING RUNWAY THREE THREE”.

7 POSITION REPORTING UNDER VFR IN VANUATU

7.1 Position Reports Required

7.1.1 The pilot of an aircraft operating under VFR is required to report position:

(a) when requesting clearance to enter Class D airspace;

(b) when requested by ATC when operating within Class D airspace;

(c) prior to entry, at specified interval while operating within, and exiting a CTR.

7.2 Position Reports Recommended

7.2.1 The pilot of an aircraft operating under VFR is recommended to report position at regular intervals:

(a) when on a cross country flight; and

(b) to the TWR when on a local flight.

7.3 Content of Visual Position Reports

7.3.1 Visual position reports should contain those elements of the following as applicable to the reason for the report:

(a) identification;

(b) position;

(c) time;

(d) altitude;

(e) intended route;

(f) next landing point; and

(g) ETA at next landing point.

8 ATC CLEARANCES

8.1 General

8.1.1 CAR 91.245 and 91.247 prescribe that airspace in which an ATC clearance is required. Rule 91.225 prescribes the requirements for ATC clearances when operating at an aerodrome where ATC is in attendance.

8.1.2 Clearances (and compliance with them) are required by:

(a) all aircraft, helicopters, vehicles, equipment and pedestrians to operate on the manoeuvring area at a controlled aerodrome when ATC is in attendance;

(b) IFR flights in Class D airspace; and

(c) VFR flights in Class D airspace.

8.1.3 A clearance that requires a readback (see 8.2.1) is not deemed to be in effect until it has been read back correctly.

8.1.4 Where the clearance is delivered by electronic means, acknowledgement of receipt of message is sufficient.

8.1.5 An ATC clearance is an authorisation for an aircraft to proceed under conditions specified by ATC and only in so far as controlled airspace and known air traffic is concerned.

8.1.6 An ATC instruction is a directive issued by ATC for the purpose of requiring a pilot to take specific action. For the purposes of AIP Vanuatu, "clearance" and "instruction" will have the same meaning.

8.1.7 ATC clearances are issued only when an ATC service is being provided and do not absolve the pilot from compliance with Civil Aviation Rules, or any procedures established for ensuring safety of flight, or for any other purpose.

8.1.8 An ATC clearance may not be withheld except:

(a) for traffic reasons (applies to IFR and VFR flights); or

(b) for the safety of VFR including SVFR operations in a control zone or at a controlled aerodrome; or

(c) where ATC cannot accommodate traffic additional to that already accepted due to limitations of equipment, procedures, environmental conditions, or other similar factors; or

(d) for non-payment of AVL dues (this will only apply to a clearance for a departing aircraft to taxi onto a manoeuvring area of a controlled aerodrome).

8.1.9 If an ATC clearance is not acceptable to the pilot, an alternative clearance may be requested.

8.1.10 CAR 91.245 requires that an ATC clearance be obtained prior to operating an IFR flight, or a portion of an IFR flight, in controlled airspace. Such a clearance must be requested following the submission of a flight plan to an ATS unit.

8.2 Clearance Readback Requirements

8.2.1 Except as indicated in 8.2.2, a pilot is required to acknowledge receipt of the following ATC clearances, information or instructions which are transmitted by voice, by a full readback followed by the aircraft callsign:

(a) ATC route, approach and departure clearances including any amendment thereof;

(b) clearances to VFR flights to operate within controlled airspace, including entering or vacating the circuit;

(c) clearances and instructions (including conditional clearances) to operate on the manoeuvring area at a controlled aerodrome including:

  (i) clearances and instructions to land on or take-off from the runway-in-use;

  (ii) clearances and instructions to enter, cross, or backtrack on the runway-in-use;

  (iii) instructions to remain on or hold clear of the runway-in-use;

  (iv) taxi instructions including a taxi route and holding position where specified.

(d) runway-in-use;

(e) level instructions;

(f) heading and speed instructions;

(g) altimeter settings; and

(h) frequency, after frequency change instructions.

8.2.2 The following exceptions are permitted (although it should be noted that in all cases conditional clearances must be read back in full):

(a) When a VFR aircraft is cleared by ATC to route via a published arrival or departure procedure that is identical to that initially requested by the pilot, there is no requirement for the pilot to readback the clearance in full. The aircraft must transmit its callsign as an acknowledgement.

8.2.3 Where a route clearance is passed to another ATS unit or aircraft for relay, a readback must be made by the receiver to the originator of the clearance.

8.2.4 ATC, or a relaying aircraft or ATS unit, will acknowledge a correct readback of an ATC route clearance to IFR and VFR aircraft.

8.2.5 When instructions are received that do not require a full readback they must be acknowledged in a manner which clearly indicates that they have been understood and accepted. “WILCO” will generally suffice in this case.

8.2.6 Messages that do not require a readback must be acknowledged by the aircraft transmitting its callsign.

8.2.7 Where there is difficulty in reading a transmission, a readback should be made or requested to verify the content.

Acknowledgement of Traffic Information

8.2.8 Within Class D airspace traffic information is to be acknowledged by the phrase “COPIED THE TRAFFIC (callsign)” or “TRAFFIC IN SIGHT (callsign)” as appropriate.

8.2.9 Traffic information passed to an IFR aircraft about another IFR aircraft in Class G airspace is to be acknowledged as follows:

(a) where NO REPORTED TRAFFIC is passed the reply is “NIL TRAFFIC (callsign)”; and

(b) where traffic information is passed the reply is “COPIED THE TRAFFIC (callsign)”.

8.3 IFR Clearance Contents

8.3.1 ATC clearances based on IFR flight plans contain the following:

(a) radiotelephony call sign;

(b) clearance limit;

(c) route of flight;

(d) level(s) of flight for the entire route or part thereof and changes of levels if required; and

(e) any necessary instructions or information on matters such as approach or departure manoeuvres, communications, and the time of expiry of the clearance. Runway-in-use at destination may be included as part of the route of the flight.

8.4 Clearance Delivery System

8.4.1 Route clearances depicting designated routes between Vanuatu's airports and international air routes are formatted and delivered by ATC with consideration of the following:

(a) the ATS preferred route(s) between ADEP and ADES; and

(b) the most direct, commonly used routes between ADEP and ADES taking into account ATM requirements (primary designated routes); or

(c) alternative routes between ADEP and ADES, taking into account operational requirements where flight is precluded on the primary route (secondary designated routes).

8.4.2 The clearance will normally be issued in response to a pilot advising level and alternate requirements prior to start. The SID, if necessary, will normally be issued in conjunction with the clearance.

8.4.3 The clearance must be read back as issued.

8.5 IFR Clearance Limit

8.5.1 The IFR clearance limit will be the aerodrome of first intended landing, a significant point, or airspace boundary.

8.5.2 An IFR clearance will normally be issued from aerodrome of departure to the aerodrome of first intended landing except:

(a) where a pilot intends to carry out a number of instrument approaches at one or more aerodromes, the clearance limit will be the aerodrome at which the first approach is to be made; or

(b) where a pilot intends to operate in an operational area, such as a training area, the clearance limit will be specified as the operational area or other suitable point.

8.5.3 When a pilot intends to leave controlled airspace, or leave and subsequently re-enter the same or other controlled airspace on the same continuous route, the IFR clearance limit will normally be the aerodrome of first intended landing. Such a clearance, or revisions to it, will apply only to those portions which are conducted in controlled airspace. Traffic information will be provided for those portions outside controlled airspace.

8.6 Route Instructions

8.6.1 The route to be followed will be described:

(a) by using a standard route clearance; or

(b) by using the phrase "VIA FLIGHT PLAN ROUTE" provided that the route to be followed is identical to that in the flight plan; or

(c) by using the word "VIA" followed by a detailed description of the route; or

(d) by using the word "VIA" followed by a detailed description of the route up to and including the point at which the flight is to rejoin the route in the flight plan, followed by the phrase "THEN FLIGHT PLAN ROUTE".

8.6.2 When a detailed description of the route is required, a full route clearance will be issued using one, or a combination of, the following methods:

(a) by using the word "VIA" followed by all the reporting points needed to identify the route; or

(b) by using the word "VIA" followed by one or more route designators.

8.6.3 The phrase “VIA FLIGHT PLAN ROUTE” or any similar term will not be used by ATS when:

(a) issuing a re-clearance; or

(b) where there is any change to the route in the original filed flight plan; or

(c) where the pilot has requested, in any form, a change to the route; or

(d) where the pilot or ATS have doubts as to which route the aircraft is to take.

8.6.4 In these cases a full route clearance should be requested and/or issued. When more than one route is available between departure and destination, departure and/or route instructions will include sufficient information to ensure the pilot is aware of the route held by ATC in the flight plan.

8.7 Level Instructions

8.7.1 Levels issued to IFR flights in an ATC clearance will enable the flight to be conducted at or above the MSA for each applicable route sector, except that:

(a) compliance with MEA or MRA is not required if the aircraft has approved enroute area navigation equipment (i.e. GNSS); and

(b) an approved area MSA or minimum safe flight level may be used where the aircraft is expected to be established enroute where no lateral separation restrictions apply.

8.7.2 For aircraft on un-evaluated routes (b) applies.

8.7.3 Level instructions may include when necessary:

(a) block levels, and if necessary, the point to which the clearance is valid with regard to the level(s); and

(b) levels at which specific reporting points or waypoints are to be crossed; and

(c) the place or time for starting climb or descent; and

(d) the (minimum or maximum) rate of climb or descent; and

(e) detailed instructions concerning departure or approach levels.

8.7.4 When approving pilot requests for levels that are not in accordance with the IFR table of cruising levels, ATC units will prefix the level instructions with “non-standard”.

Block Levels

8.7.5 A block level is defined as a section of airspace with specified lower and upper limits on a specific track or within a defined portion of airspace.

8.7.6 An aircraft cleared to operate within a block level has complete freedom to change levels within the block level, at pilot discretion, providing the lower and upper limits are not exceeded.

8.7.7 Except when extreme weather or impaired aircraft operation conditions exist, block levels may be approved provided that other aircraft are not denied the use of part of that airspace contained in the block.

8.8 IFR Departure Instructions

8.8.1 Departure instructions will be included as part of the ATC clearance, and may consist of one or more of the following:

(a) depart via a published IFR departure procedure;

(b) by day only, depart visually maintaining own terrain clearance to route minimum safe altitude of the initial portion of the flight, or a specified altitude or position; or

(c) climb on a specified heading or track within an evaluated climb sector.

8.8.2 A SID or IFR departure procedure, apart from providing adequate terrain and obstruction clearance during the initial climb to route MSA, also provides a means of vacating the aerodrome to a point clear of traffic where an aircraft can then intercept the cleared route. When the aircraft has completed a departure procedure which does not terminate on the aircraft’s cleared route, the aircraft must regain track by making a standard 30° intercept. The aircraft should turn in the direction that covers the least track miles.

8.8.3 Pilots not wishing to observe the departure instructions specified in the clearance must advise ATC and nominate the procedure required.

8.8.4 Aircraft departing visually maintaining own terrain clearance must intercept their cleared route or track as soon as practicable after take-off.

8.9 IFR Departures from Aerodromes in Uncontrolled Airspace

8.9.1 The pilot of an IFR aircraft departing from an aerodrome in uncontrolled airspace must obtain a clearance from ATC in sufficient time to ensure that any conditions of entry into controlled airspace can be met. When making a request for clearance prior to departure, the pilot must advise the ETD.

8.9.2 Where the aerodrome is located adjacent to controlled airspace, departing aircraft must be integrated with traffic operating to and from aerodromes within the controlled airspace. To achieve this integration, ATC may:

(a) require the departing aircraft to remain outside controlled airspace, with ATC to advise when a route clearance will be available; or

(b) issue the aircraft with a route clearance that will only become valid when specified by ATC. To assist ATC in specifying validity, pilots may be asked to report when ready.

8.9.3 The pilot of an aircraft must not enter controlled airspace unless a valid clearance has been issued by ATC, and any time, altitude, or tracking requirements of the clearance have been met.

9 ATC SEPARATION

9.1 Separation Provided

9.1.1 Separation is provided by ATC:

(a) between IFR flights in Class D airspace, except that separation is not provided during the hours of daylight when flights have been cleared to climb or descend subject to maintaining own separation and remaining in VMC;

(b) between IFR and VFR flights in Class D airspace by night;

(c) between IFR flights and Special VFR flights;

(d) between Special VFR flights when the flight visibility is reported to be less than 5 km; and

(e) between all flights taking-off and/or landing at controlled aerodromes to ensure runway and wake turbulence minima are achieved.

9.2 Separation Not Provided

9.2.1 Separation is not provided:

(a) between IFR flights in Class G airspace;

(b) between IFR and VFR flights in Class G airspace; or between IFR and VFR flights in Class D airspace;

(c) between VFR flights, except at controlled aerodromes when defined runway and wake turbulence separations are applicable. Within the circuit at controlled aerodromes, an aerodrome control service is provided in which instructions, clearances and information are issued to VFR flights to prevent collisions and to achieve defined runway and wake turbulence separation.

9.3 Essential Traffic

9.3.1 Essential traffic is that controlled traffic to which the provision of separation is applicable, but which, in relation to a particular controlled flight, is not separated by the prescribed minima. Essential traffic includes flights which are maintaining own separation in VMC.

9.3.2 Essential traffic information, of the aircraft concerned, will include:

(a) the words “ESSENTIAL TRAFFIC”;

(b) direction of flight;

(c) type of aircraft;

(d) altitude; and

(e) position information.

9.3.3 Following the passing of essential traffic, or traffic information in Class D airspace, pilots may request traffic avoidance advice. The provision of traffic avoidance advice is intended to assist pilots but does not absolve them of the responsibility to avoid collision with other aircraft.

9.3.4 The separation standards detailed in the following paragraphs are the minimum and may be increased, at the request of the pilot or by ATC, if considered necessary in the interests of safety.

9.4 Vertical Separation

9.4.1 Vertical separation between controlled flights is 1000ft below FL290, or 2000ft above FL290, except that this may be reduced to 1000ft in RVSM airspace if both aircraft are RVSM approved.

9.4.2 Where vertical separation from Special Use Airspace is required, controlled flights will be required to fly at levels which ensure the separation minima specified in Table ENR 1.1-1, above or below the airspace. Where no minimum is specified aircraft will be kept clear of the airspace.

Table ENR 1.1-1
Vertical Separation Minima from Special Use Airspace

Designated Airspace	Upper/Lower limit of airspace	
	Below FL290	At or above FL290
Danger, Restricted or Military Operating Areas established for aircraft activity	500ft, or 1000ft when activity may be in IMC	1000ft, or 2000ft when activity may be in IMC
Danger, Restricted or Military Operating Areas established for projectile activity	500ft	1000ft
Danger or Restricted Areas NOT established for aircraft or projectile activity	No minimum	No minimum

9.4.3 When climbing or descending in Class D airspace unless ATC has specified a climb/descent rate and/or time or place of commencement, pilots must initiate climb or descent promptly on acknowledgement of the clearance, or advise ATC so that separation from other traffic will not be compromised. The change of level should be made at an optimum rate consistent with the normal operating performance and configuration characteristics of the aircraft to 1000ft above/below the assigned level, then reduced as appropriate until the assigned level is reached. At other times in climb or descent, pilots must advise ATC if they wish to level off at an interim level or substantially change the rate of climb or descent.

9.4.4 When a rate of climb or descent is specified by ATC, pilots must comply, or immediately advise ATC if they are unable to comply. When a rate of climb is specified from departure, pilots should ensure that the required rate of climb:

(a) can be sustained; and

(b) will ensure appropriate terrain clearance.

9.5 Horizontal Separation

9.5.1 Horizontal separation may consist of:

(a) longitudinal separation;

(b) lateral separation;

(c) geographical separation.

Longitudinal Separation

9.5.2 Longitudinal separation of aircraft is applied so that the spacing between the estimated positions of the aircraft concerned is never less than the prescribed minimum. This minimum will be expressed as a distance or time.

9.5.3 Longitudinal separation is achieved by requiring aircraft:

(a) to depart at a specified time;

(b) to lose time to arrive over a specified location at a specified time;

(c) to hold at a specified location until a specified time; or

(d) by insuring that aircraft are never less than a specified distance apart.

9.5.4 Aircraft on reciprocal tracks may be requested to report sighting and passing other aircraft, by day or night, in order to permit a reduction in longitudinal separation. It is the pilot’s responsibility to ensure correct identification of other aircraft. If pilots are unwilling to accept the application of this separation standard, they should not acknowledge the sighting and passing of other traffic.

Lateral Separation

9.5.5 Aircraft are considered to be laterally separated provided their positions along track are outside an area known as the area of conflict. The area of conflict is established by applying the navigation tolerance for the navigation aid being used for track guidance, plus a buffer area, to the two tracks. The point at which the buffer areas cease to overlap is termed the lateral separation point and is normally expressed as a distance from a navigation aid or reference point.

9.5.6 If DME and GPS are not available, entry to, or exit from an area of conflict may be determined by the passage of an aircraft over:

(a) a point beyond the lateral separation point determined by a radio navigation aid; or

(b) a point beyond the lateral separation point determined by visual reference. (Available during hours of daylight only.)

9.5.7 When two aircraft will enter an area of conflict, action will be taken by ATC in sufficient time to ensure that vertical or longitudinal separation exists before the second aircraft passes the lateral separation point on its route. Should doubt exist that an aircraft can reach its assigned altitude before lateral separation is lost, the pilot must confirm the ability to meet the terms of their clearance.

Geographical Separation

9.5.8 Geographical separation is achieved by requiring one or more aircraft, which are operating by visual reference, to follow tracks identified by prominent geographical features or landmarks which have been determined as being geographically separated from other tracks or procedures. Geographical separation may be applied within terminal control areas.

Use of DME or GPS for Separation Purposes

9.5.9 ATC use of DME or GPS to establish or maintain horizontal separation is normally subject to direct speech between aircraft and the ATC unit concerned.

9.6 Visual Separation (Reduced Separation)

Within Controlled Airspace Beyond the Vicinity of an Aerodrome

9.6.1 In Class D airspace, vertical or horizontal separation may be reduced by the application of visual separation provided that:

(a) such clearances will only be issued during hours of daylight; **and**

(b) a specific request is made by a pilot; **and**

(c) the pilots are in direct communication with the ATC unit on the same frequency; **and**

(d) both flights remain in VMC; **and**

(e) there is no possibility of incorrect identification; **and**

(f) each aircraft is continuously visible to the pilot of the other aircraft; **and**

(g) both pilots concur with the application of the procedure; **or**

(h) the pilot of the succeeding aircraft reports having the preceding aircraft in sight and can maintain visual separation.

In the Vicinity of Aerodromes

9.6.2 Vertical or horizontal separation may be reduced in the vicinity of aerodromes if:

(a) adequate separation can be provided by the aerodrome controller when each aircraft is continuously visible to that controller; **or**

(b) each aircraft is continuously visible to the pilot of the other aircraft concerned and both pilots report that they can maintain visual separation; **or**

(c) in the case of one aircraft following another, the pilot of the succeeding aircraft reports the preceding aircraft in sight and can maintain visual separation.

Composite Visual Separation

9.6.3 Composite visual separation is the application of visual separation by an aerodrome controller in circumstances where only one aircraft is visible to the controller, but both the position and the track of a conflicting aircraft are known and the application of geographical separation is not practicable.

9.6.4 Aerodrome control may use composite visual separation to separate an aircraft which is continuously in sight of the aerodrome controller and within 10NM of the aerodrome, from an aircraft not in sight of the aerodrome controller provided that:

(a) the route and intentions of the aircraft which is not in sight are known and its position can be confirmed; and

(b) instructions when required, are issued to the aircraft in sight which will ensure adequate separation.

Visual Separation Conditions

9.6.5 A pilot's acceptance of instructions to "FOLLOW" or "MAINTAIN VISUAL SEPARATION FROM" another aircraft is an acknowledgement that the pilot will manoeuvre the aircraft as necessary to ensure adequate separation from that aircraft, in the air or on the ground.

9.6.6 When a pilot has been instructed to "FOLLOW" or "MAINTAIN VISUAL SEPARATION FROM" another aircraft, the pilot must advise ATC if visual contact with the other aircraft is lost or cannot be maintained, or if the pilot cannot accept the responsibility for separation for any reason.

9.6.7 Acceptance of a clearance for a visual approach to "FOLLOW" a preceding aircraft is an acknowledgement that the pilot will establish a safe landing interval behind the preceding aircraft and accept responsibility for compliance with published noise abatement procedures and wake turbulence separation.

9.6.8 As part of the responsibility of establishing a safe landing interval a pilot, having been told of the aircraft type to follow, must:

(a) recognise or request the approach characteristics of that aircraft;

(b) establish the aircraft in a configuration and speed that will preserve the required approach spacing;

(c) manoeuvre the aircraft on a direct path to the aerodrome traffic circuit and not deviate from the final approach or runway centreline track without specific approval from ATC.

9.6.9 The acceptance of a taxi clearance to "FOLLOW" a preceding aircraft is an acknowledgement that the pilot will establish a safe taxiing interval behind a nominated aircraft, particularly when the aircraft is not visible to the aerodrome controller.

9.6.10 At night visual separation will only be applied on or within the vicinity of aerodromes.

9.6.11 The word "continuously" means that the controller or the pilot must be able to sight the aircraft in question at any time when they require to do so.

9.6.12 The term "adequate separation" means the spacing required to maintain the safe operation of aircraft, or to achieve runway separation, without the need for sudden or violent manoeuvres.

9.7 Flights Maintaining Own Separation in VMC

9.7.1 In Class D airspace, when requested by a pilot, an IFR flight being operated in VMC during the hours of daylight may be cleared to fly subject to maintaining own separation and remaining in VMC.

9.7.2 When an IFR flight is so cleared, the following will apply:

(a) pilots of all flights which will be essential traffic must agree with the application of the procedure;

(b) the flights concerned must be on the same ATC frequency;

(c) the clearance will be for a specified portion of the flight during climb or descent to a clearly defined separation level, position or time;

(d) if there is a possibility that flight under VMC may become impracticable, an IFR flight will be provided with alternative instructions to be complied with in the event that flight in VMC cannot be maintained for the term of the clearance. If alternative instructions are not available this clearance will not be issued;

(e) on observing that conditions are deteriorating and considering that operation in VMC will become impossible, the pilot of an IFR flight must inform ATC and receive alternative instructions before entering IMC and then proceed in accordance with the alternative instructions given;

(f) essential traffic information will be passed to all affected flights.

9.7.3 A clearance will be withheld where it is considered that other flights may be adversely affected or an orderly flow of traffic prejudiced.

9.8 Separation of IFR Flights Outside Controlled Airspace

9.8.1 When a flight is being conducted under IFR outside controlled airspace, the pilot is responsible for maintaining separation from other traffic.

9.8.2 To assist pilots in providing their own separation from other traffic, the appropriate ATS unit will, in addition to passing collision hazard information as part of a FIS, on request from the pilot pass information on the movement of other IFR flights in the area:

(a) prior to departure;

(b) prior to level change;

(c) prior to vacating controlled airspace;

(d) enroute as required; and

(e) prior to commencing an instrument approach.

9.8.3 The phrase “NO REPORTED IFR TRAFFIC” will be used when no IFR flights are known to be in the area.

9.8.4 Pilots departing from unattended aerodromes are to obtain traffic information either by telephone from the nearest ATS unit, or by RTF if it is known that two-way communication can be established with ATS prior to departure or prior to entering IMC.

9.8.5 The pilot of an IFR flight operating outside controlled airspace is required to:

(a) maintain a listening watch on the appropriate radio frequency; and

(b) establish two-way communication as necessary with the ATS unit providing flight information; and

(c) report:

- (i) departure time as soon as practicable after departure from an unattended aerodrome;
- (ii) position enroute at intervals not exceeding 30 minutes;
- (iii) when changing level;
- (iv) prior to entering controlled airspace; and
- (v) prior to commencing an instrument approach at an unattended aerodrome.

9.8.6 Information on the movement of other IFR flights will include information on IFR flights operating in the vicinity of the track of the aircraft concerned at the same level or at the level through which the aircraft will pass.

10 TRAFFIC PRIORITIES

10.1 Priorities Applied by ATC

10.1.1 Providing safety is not jeopardised, ATC units will apply the following traffic priorities:

(a) an aircraft known or believed to be in a state of emergency or impaired operation has priority over all other aircraft (**Note:** *Impaired operation includes an aircraft subject to unlawful interference, a multi-engined aircraft which has had an engine failure, whether or not an emergency has been declared, and an aircraft with radio communication failure*); and

(b) an aircraft landing, or in the final stages of an approach to land, has priority over a departing aircraft; and

(c) an aircraft landing or taking off has priority over taxiing aircraft.

10.1.2 Where practicable, following a request from the pilot, aircraft involved in, or positioning for, the following activities will be granted priority:

(a) Ambulance or mercy missions.

(b) Search and rescue.

(c) Civil defence or police emergencies.

(d) Carriage of heads-of-state, heads of government, or equivalent dignitaries.

10.2 Procedures when Requesting Priority

10.2.1 The pilot of an IFR flight requesting special priority must do so by using the Field 18 STS/options in the IFR flight plan, and also via RTF to the ATS unit on departure or to the applicable ATC unit when requesting clearance to enter controlled airspace.

10.2.2 The pilot of a VFR flight must request special priority via VHF or HF to each ATC unit responsible for the airspace within which it is intended to operate. The request must be made coincident with a request to enter controlled airspace.

10.2.3 The ordering of an ambulance to meet a flight is the responsibility of the hospitals involved; however, ATS will relay any specific requests from the pilot to the hospital or ambulance authority.

10.2.4 The attention of pilots of ambulance and mercy flights is drawn to local procedures on Air Transportation of Sick and Injured Persons.

10.3 Granting of Priorities

10.3.1 Priority will be given to the aircraft first able to use the airspace or manoeuvring area; except:

(a) where a more orderly flow or a significant economic benefit for a number of other aircraft would result by deferring this priority;

(b) where a significantly greater economic penalty to another aircraft would result e.g. by permitting a light aircraft to operate ahead of a larger jet aircraft;

(c) aircraft operating in the normal pattern will be given priority over aircraft desiring to operate in conflicting patterns;

(d) where a training instrument approach has been approved, normal priority will be given to the aircraft from the time it commences final approach; and

(e) where prior arrangement has been made for flight inspection checks and a priority has been predetermined.

ENR 1.2 VISUAL FLIGHT RULES

1 GENERAL

1.1 Civil Aviation Rule

1.1.1 Visual flight rules are prescribed in Subpart D of CAR Part 91 ***except*** that Vanuatu does not permit **night** VFR flights except for night circuits by IFR rated pilots.

1.2 Aircraft Equipment Requirements

1.2.1 As noted in GEN 1.5, the instrument and equipment requirements for aircraft operating under VFR in the Port Vila Sector of the Nadi FIR are prescribed in CAR Part 91, Subpart F.

2 VISUAL METEOROLOGICAL MINIMA

2.1 Visibility and Distance from Cloud

2.1.1 The general meteorological minima for visibility and distance from cloud for VFR flights are prescribed in CAR 91.301. These minima are summarised in Table ENR 1.2-1.

2.1.2 The exceptions to the minima summarised in Table ENR 1.2-1 are detailed in paragraphs 2.2, 2.3, 2.4 and 2.5 below.

Table ENR 1.2-1
VFR Meteorological Minima

Class of Airspace		Distance from cloud	Flight visibility
D		2km horizontally 1000ft vertically outside a control zone 500ft vertically within a control zone	8km at or above 10,000ft AMSL 5km below 10,000ft AMSL
G	Above 3000ft AMSL or 1000ft above terrain whichever is the higher	2km horizontally 1000ft vertically	8km at or above 10,000ft AMSL 5km below 10,000ft AMSL
	At or below 3000ft or 1000ft above the terrain, whichever is the higher	Clear of cloud and in sight of the surface	5km

2.1.3 Notwithstanding the meteorological minima detailed in Table ENR 1.2-1, pilots performing air operations (an air transport operation or a commercial transport operation as defined in CAR Part 1) must comply with the meteorological conditions prescribed in Subpart C of CAR Part 121, Part 125 or Part 135 as appropriate.

2.2 Exceptions to VFR Meteorological Minima

2.2.1 Notwithstanding the VFR meteorological minima summarised in Table ENR 1.2-1, a pilot of:

(a) a helicopter may operate in Class G airspace with a visibility of less than 5km if operated at a speed that will give adequate opportunity to observe other traffic or any obstructions in order to avoid collisions;

(b) an aircraft performing agricultural aircraft operations may operate in Class G airspace with a flight visibility of less than 5km but not less than 1500m; and

(c) an aircraft performing flight instruction may operate within a low flying area designated under CAR Part 73 with a flight visibility of less than 5km but not less than 1500m.

2.3 Aerodrome VFR Meteorological Minima

2.3.1 Except for flight under Special VFR, a pilot is not permitted to take-off or land an aircraft, or fly in the vicinity of an aerodrome under VFR when the flight visibility, or the cloud ceiling, is less than the minima summarised in:

(a) Table ENR 1.2-2, VFR MET Minima at Aerodromes within a Control Zone; and

(b) Table ENR 1.2-3, VFR MET Minima at Aerodromes in Uncontrolled Airspace.

Table ENR 1.2-2
VFR MET Minima at Aerodromes within a Control Zone

		Ceiling	Visibility
All aircraft	Day	1500ft	5km

Table ENR 1.2-3
VFR MET Minima at Aerodromes in Uncontrolled Airspace

		Ceiling	Visibility
All aircraft	Day	600ft	1500m

D

2.4 Special VFR (SVFR) Meteorological Minima

2.4.1 CAR 91.303 allows the pilot of an aircraft to perform a VFR operation within controlled airspace in weather conditions below those normally prescribed, provided that the operation is performed:

(a) in compliance with an ATC clearance and ATC instructions;

(b) by day only;

(c) clear of clouds;

(d) with the ceiling and visibility detailed in Table ENR 1.2-4, except that helicopters may operate with lower minima, if the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstructions in order to avoid collisions; and

(e) in an aircraft equipped with two-way radio capable of communicating with ATC on the appropriate frequency.

Table ENR 1.2-4
Special VFR Meteorological Minima

Day	
Visibility	1500m
Distance from cloud	Clear of cloud and in sight of ground or water

2.4.2 Requests for authorisation to enter or transit controlled airspace as a SVFR flight may be made by radio or telephone. All requests must specify the ETA for the selected entry point and must be made five to ten minutes before that time. Authorisation to operate as a SVFR flight does not absolve the pilot from compliance with CAR 91.311 regarding minimum heights for VFR flight.

3 Minimum Altitudes

3.1 General

3.1.1 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

(a) over the congested areas of cities, towns or settlements or over an open air assembly of persons at a height less than 1,000ft above the highest obstacle within a radius of 600m from the aircraft;

(b) above active or normally active volcanoes at a height less than 2,000ft; or

(c) elsewhere other than as specified above, at a height less than 500ft above the ground or water.

4 Parachute Operations

4.1 General

4.1.1 All parachute operations within Vanuatu must be co-ordinated with Port Vila ATS.

5 Suspension of VFR Operations

5.1 General

5.1.1 CAR Part 172 allows any or all VFR operations within Class D airspace on, or in the vicinity of, a controlled aerodrome to be suspended by ATC whenever the safety of operations so dictates.

ENR 1.3 INSTRUMENT FLIGHT RULES

1 GENERAL

1.1 Civil Aviation Rule

1.1.1 Instrument flight rules are prescribed in Subpart E of CAR Part 91.

1.2 Minimum Levels

1.2.1 As noted in GEN 3.3, the minimum altitudes for IFR flight are prescribed in Subpart E of CAR Part 91.

1.3 Aircraft Equipment Requirements

1.3.1 As noted in GEN 1.5, the instrument and equipment requirements for aircraft operating under IFR in the Nadi Oceanic FIR (NFFF) are prescribed in CAR Part 91, Subpart F.

1.4 Containment of Flight Within Controlled Airspace

1.4.1 Pilots are at all times responsible for containment of their flight within controlled airspace. This includes when direct routing off a promulgated ATS route and when on visual departures and approaches.

1.4.2 Pilots on visual departure and approach procedures are responsible for remaining clear of active special use airspace.

2 DEGRADED AIRCRAFT PERFORMANCE

2.1 IFR Flights

2.1.1 Whenever, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating or the services being provided, the flight crew must advise the ATS unit concerned without delay.

3 Routing to Avoid General Aviation Areas

3.1 IFR Flights

3.1.1 ATC clearances will be designed to keep aircraft clear of active general aviation areas except that separation is not required when a pilot has notified an express intention to operate in the area or is aware the area is active and visual procedures will enable flights to remain clear of the area.

4 Change From IFR Flight to VFR Flight

4.1 General

4.1.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled by using the phrase “CANCELLING IFR FLIGHT”, and communicate the changes to be made to its current flight plan.

4.1.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

4.1.3 Within the Nadi FIR, flights must be conducted in accordance with the instrument flight rules (even if not operating in instrument meteorological conditions), when operating more than 100NM seawards from the shoreline in controlled airspace.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 CLASSIFICATION OF AIRSPACE

1.1 General

1.1.1 In accordance with CAR Part 71 Subpart C and ICAO Annex 11, ATS airspace is classified and designated as follows:

(a) **Class D.** IFR and VFR flights are permitted and all flights are provided with air traffic control service. Separation is provided between IFR flights, IFR and SVFR flights, and SVFR flights when the flight visibility is reported to be less than 5km. Traffic information is provided to IFR flights about VFR flights, and to VFR flights about IFR flights and other VFR flights. Traffic avoidance advice is provided to IFR and VFR flights on request.

(b) **Class G.** IFR and VFR flights are permitted and all flights receive a traffic information service plus a full flight information service if requested.

2 CLASSIFICATION OF AIRSPACE IN PORT VILA OF THE NADI FIR

2.1 General

2.1.1 The Port Vila Sector of the Nadi FIR is divided into two classes of airspace:

(a) Class **D** (controlled airspace)

CTR, TMA and CTA (Dimensions shown on pages ENR 2.1-2/2.1-3)

Air traffic control service provided as shown in Section 1.1.1 (a) above.

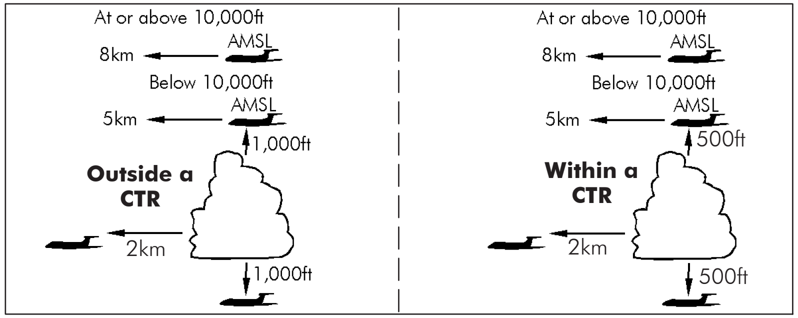
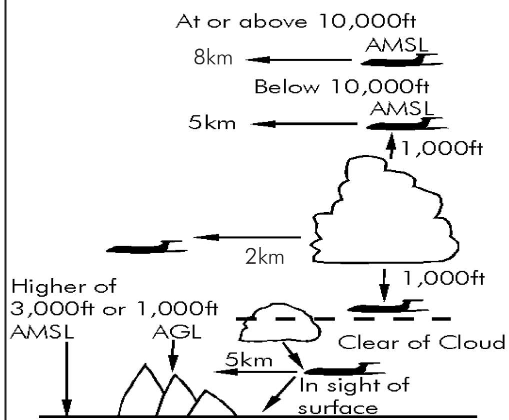
(b) Class **G** (uncontrolled airspace)

(Dimensions shown on pages ENR 2.1-4)

Traffic information service/flight information service as in Section 1.1.1 (b) above.

The requirements for flights within each class of airspace are as shown in Table ENR 1.4-1.

Figure ENR 1.4-1
Vanuatu Airspace Classification

		CONTROLLED AIRSPACE	UNCONTROLLED AIRSPACE
AIRSPACE CLASSIFICATION		**D**	**G**
IFR	SERVICES:	Air Traffic Control Service including traffic information about VFR flights (and traffic avoidance advice on request)	Flight information service
	SPEED LIMITATIONS:	Max 250kt below 10,000ft AMSL	Max 250kt below 10,000ft AMSL
	RADIO:	Yes	Yes
	CLEARANCE:	ATC — Yes	Not required
SEPARATION		IFR from IFR, SVFR IFR from VFR at night VFR from IFR at night SVFR from SVFR when flight visibility is less than 5km	Not provided Not provided
VFR	SERVICES:	Air Traffic Control service including traffic information between VFR/IFR and VFR/VFR flights (and traffic avoidance advice on request).	Flight Information service
	VMC MINIMA:		
	SPEED LIMITATIONS:	Max 250kt IAS below 10,000ft AMSL	Max 250kt IAS below 10,000ft AMSL
	RADIO:	Yes	Yes
	CLEARANCE:	ATC — Yes	Not required

ENR 1.5 DEPARTURE, HOLDING, AND APPROACH PROCEDURES

1 GENERAL

1.1 Use of PANS-OPS

1.1.1 Instrument holding, approach, and departure procedures in the Port Vila Sector of the Nadi FIR are designed using criteria contained in ICAO Document 8168-OPS/611 (PANS-OPS) VOL II. These criteria include:

(a) the use of Obstacle Clearance Altitude (OCA) as the basic obstacle clearance element in calculating minima;

(b) aeroplane categories related to speed, which can result in a reduction of OCA for the more manoeuvrable aeroplanes; and

(c) the definition of a Missed Approach Point for non-precision procedures; and

(d) the use of the term Decision Altitude (DA) in relation to precision procedures, and Minimum Descent Altitude (MDA) in relation to non-precision and visual (circling) procedures.

1.1.2 PANS-OPS stresses the need for flight crew and operational personnel to adhere strictly to the published procedures in order to achieve and maintain an acceptable level of safety in operations.

1.2 Containment Within Controlled Airspace

1.2.1 Controlled airspace may not totally contain the navigational tolerances associated with holding, approach, and departure procedures at controlled aerodromes.

1.2.2 Minimum altitudes specified on DME ARC and holding procedures provide terrain and obstacle clearance, but do not ensure flight is contained within controlled airspace.

2 DEPARTING FLIGHTS

2.1 IFR Departure Procedures

2.1.1 Published departure procedures provide routing to avoid most high terrain that may be in relatively close proximity to the aerodrome. Where this is not possible minimum set heading altitudes or visual segments will be prescribed. In emergency circumstances terrain clearance cannot be guaranteed under all conditions of operation, due to aircraft performance.

2.1.2 The pilot must consider the one engine inoperative climb performance of the aircraft in relation to the height of terrain over which the climb is planned. Where adequate terrain clearance in IMC cannot be ensured the pilot must establish before departure that, in the event of engine failure prior to reaching MSA, or the level acceleration altitude, adequate action can be taken to protect the aircraft. This action will normally involve a return towards the departure aid until either MSA is reached or approval is granted to re-join for approach and landing; in this respect the pilot must take into consideration the terrain over which a reversal turn may have to be completed.

2.1.3 Departure procedures may consist of one or more of the following:

(a) a published instrument departure procedure;

(b) a specified track or heading within ATC evaluated climb sector; or

(c) by day only, having due regard to prevailing MET conditions, a departure maintaining terrain clearance visually to applicable route MSA or specified upper limit or set heading point or altitude.

2.1.4 Aircraft are to intercept the specified departure track by the shortest practical means after completing the turn after take-off. The direction of turn is as published or as instructed by ATC.

2.1.5 Where climb to a minimum altitude is required in the departure procedure, ATC may require a climb to a higher altitude for traffic management, provided mandatory climb and turn requirements are not compromised.

2.1.6 Departure instructions from ATC may include a specified track or heading within an evaluated climb sector, which may be a sector limited by radials or omni-directional.

2.1.7 Unless otherwise specified aircraft are to:

(a) maintain the climb gradient as required by the departure procedure for the track being flown; and

(b) climb on departure to MNM 500ft above aerodrome level before commencing a turn to intercept track or heading.

2.1.8 Where a departure crosses through two or more sectors the higher climb gradient applies from take-off.

2.1.9 Prior to leaving an evaluated climb sector the aircraft must be:

(a) established on an evaluated route; or

(b) at or above an approved area MSA or Minimum Safe Flight Level.

2.1.10 Where no departure procedures are promulgated for a route, the pilot is to ensure that the climb performance of the aircraft is adequate to provide obstacle clearance prior to reaching minimum safe altitude.

2.1.11 A rate of climb table is provided in Table ENR 1.5-1 to assist pilots in assessing and monitoring climb requirements under known or approximate groundspeed conditions.

Table ENR 1.5-1
Instrument Take-Off Procedure — Rate of Climb

This rate of climb table is provided for use in planning and executing take-off procedures under known or approximate groundspeed conditions.

Gradient percent %	GROUND SPEED (KNOTS)													ft/NM
	30	60	80	90	100	120	140	150	180	210	240	270	300	
3.3%	100	200	267	300	333	400	467	500	600	700	800	900	1000	200
4.1%	125	250	333	375	417	500	583	625	750	875	1000	1125	1250	250
4.9%	150	300	400	450	500	600	700	750	900	1050	1200	1350	1500	300
5.8%	175	350	467	525	583	700	816	875	1050	1225	1400	1575	1750	350
6.6%	200	400	533	600	667	800	933	1000	1200	1400	1600	1700	2000	400
7.4%	225	450	600	675	750	900	1050	1125	1350	1575	1800	2025	2250	450
8.2%	250	500	667	750	833	1000	1167	1250	1500	1750	2000	2250	2500	500
9.0%	275	550	733	825	917	1100	1283	1375	1650	1925	2200	2475	2750	550
9.9%	300	600	800	900	1000	1200	1400	1500	1800	2100	2400	2700	3000	600
10.7%	325	650	867	975	1083	1300	1516	1625	1950	2275	2600	2925	3250	650
11.5%	350	700	933	1050	1167	1400	1633	1750	2100	2450	2800	3150	3500	700
	30	60	80	90	100	120	140	150	180	210	240	270	300	
	GROUND SPEED (KNOTS)													

NOTES:

1. Rate of climb required VSI (ft/min) = Gradient percent x Ground speed (kt) x 1.013
2. Gradient percent* = VSI (ft/min) Ground speed (kt) x 1.013
3. Feet per nautical mile (ft/NM) = VSI (ft/min) x 60 Ground speed (kt)

* An approximate method is to divide rate of climb by groundspeed in kt. This will give an accurate answer to one decimal place for gradients up to 4%, and for gradients up to 12% apply a correcting factor of minus 0.1%.

2.2 Published Instrument Departure Procedures

2.2.1 Published instrument departure procedures consist of Standard Instrument Departures (SID) and departure procedures included in AD 2.24, which are used to standardise departure instructions, reduce RTF congestion and the chance of error in aircraft routing, and provide positive routing for aircraft suffering communications failure.

2.2.2 The SID specifies in both diagrammatic and narrative form any of the following: the direction of turn, headings, track, distances, significant points and altitude requirements. Where tracking to or from a navigation aid is not possible, desired tracks are shown and due allowance for wind is to be made. Aircraft are to continue climbing throughout the SID unless in compliance with published ATC maintains or as otherwise instructed.

2.2.3 SID are identified by one or more of the following: departure runway, direction of turn, route of the SID, reporting point associated with the SID, a validity number, and a route indicator.

2.2.4 SID may also include transitions. A transition joins the end point of the SID with the ATS route the aircraft is to intercept. A SID may have a number of transitions, each to a different route.

2.2.5 All instrument departure procedures, designed to PANS OPS II criteria, portray the minimum net climb gradient required to achieve the designed obstacle clearance margins for the tracks shown, originating from a point 16ft above the departure end of the runway.

2.2.6 Operators or pilots should establish procedures to ensure compliance with the SID. The application of a performance margin on the published climb requirements is at the operator’s/pilot’s discretion taking into account the achievable climb performance of the aircraft and the means of monitoring the gradient achieved.

2.2.7 Unless otherwise specified the SID performance requirements are:

(a) make good a minimum climb gradient of 3.3% or 200ft per NM;

(b) climb on runway centreline to 400ft above the departure end of the runway before commencing a turn;

(c) the maximum IAS for turns during the SID procedure, assuming an average achieved bank angle of 15 degrees, are:

- (i) Category A 120kt
- (ii) Category B 165kt
- (iii) Category C 265kt
- (iv) Category D 290kt

Warning: Wherever limiting speeds other than these are promulgated, they must be complied with to achieve the planned obstacle clearance margins.

2.2.8 Aircraft flying published instrument departure procedures based on terrestrial navigation aids must **fly-over** associated NAVAIDS/Fixes unless otherwise instructed. Operators using FMS to fly these conventional procedures must ensure the procedures are appropriately coded in their FMS to achieve this requirement.

2.2.9 Where an instrument departure procedure contains a traffic management requirement to maintain a specified altitude to a reporting point or distance, ATC may amend or delete this requirement prior to or after take-off. All other tracking and altitude requirements must be complied with.

2.2.10 RTF phraseology will be:

"RV10 CLEARED TO SANTO VIA COWBOY 10,000FT SID 11 VOR DEPARTURE"; or

"TRACK VIA THE SID CLIMB TO (level)" or

"TRACK VIA THE SID MAINTAIN (level) TO (position or DME distance)".

2.2.11 When an instrument departure contains a "cross at or above" requirement pilots must advise ATC if this requirement cannot be met. This requirement will not apply if the aircraft has been cleared to a level which is below the level in the requirement.

2.2.12 ATC may cancel an instrument departure procedure either prior to or after take-off, in which case alternative departure instructions will be issued. The cancellation will be achieved by use of the phrase:

"CANCEL SID (alternative instructions)".

2.2.13 Once an instrument departure procedure has been cancelled it will not be reinstated or an alternative instrument departure procedure offered except with the specific approval of the pilot.

2.2.14 SIDs terminate when the aircraft is established on the cleared route.

2.2.15 The pilot must advise ATC if cleared via a SID that requires the use of navigation aids not available to the pilot or when the aircraft performance will not enable the published criteria to be achieved.

2.2.16 When it is not possible to nominate a specified SID, ATC will issue any required departure instructions in plain language.

2.3 Take-off Minima

2.3.1 CAR Part 91, in conjunction with CAR Part 19, prohibits the pilot of an aircraft from taking off from an aerodrome under IFR unless weather conditions are:

(a) at or above the weather minima for IFR take-off detailed in the Operational Data chart for that aerodrome in AD 2; or

(b) if weather minima for IFR take-off are not detailed in AD 2 for a particular aerodrome, a ceiling of at least 300ft and above 1500m visibility.

3 HOLDING PROCEDURES

3.1 Holding Areas

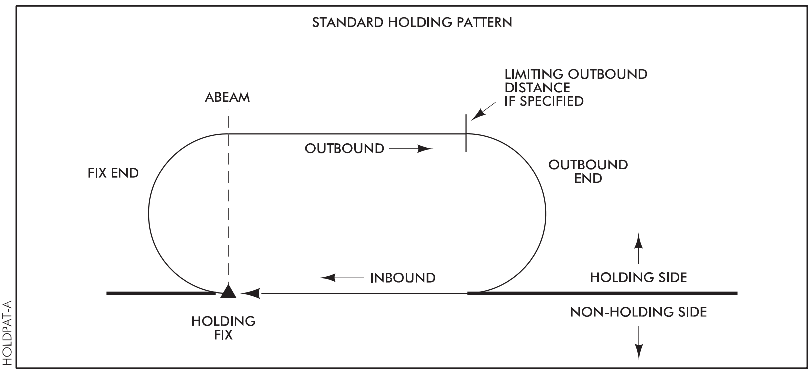
3.1.1 Holding areas are calculated for protection from terrain and other air traffic on the basis of the procedures set out below. Compliance with all aspects of the procedures is therefore essential.

3.1.2 The minimum permissible holding altitude is based initially on a clearance of at least 1000ft above obstacles in the holding area. The minimum value is increased to 2000ft over areas designated as mountainous zones.

3.2 Standard Holding Pattern

3.2.1 The standard holding pattern is depicted in Figure ENR 1.5-1.

Figure ENR 1.5-1
Standard Holding Pattern



3.2.2 If the outbound leg length is based on a DME distance, the outbound leg terminates as soon as the limiting DME distance is attained.

3.3 Holding Pattern Criteria

3.3.1 Unless otherwise specified, holding procedures are based on the following criteria:

Indicated Airspeed

3.3.2 Holding patterns must be entered and flown at or below the indicated airspeeds in Tables ENR 1.5-2 and ENR 1.5-3.

Table ENR 1.5-2
Maximum IAS for Holding Patterns (Aeroplanes)

Altitude	Normal Conditions	Turbulent Conditions
14,000ft and below	230kt* 170kt (Cat A & B only)	280kt 170kt (Cat A & B only)
Above 14,000ft up to 20,000ft	240kt	Lesser of 280kt or M 0.8
Above 20,000ft up to 34,000ft	265kt	Lesser of 280kt or M 0.8
Above 34,000ft	M 0.83	M 0.83

*When the holding pattern is followed by the initial segment of an instrument approach that has been designed at a higher speed than 230kt, the higher speed applies.

Table ENR 1.5-3
Maximum IAS for Holding Patterns (Helicopters)

Altitude	Maximum IAS
Up to and including 6000ft	100kt
Above 6000ft	170kt

3.3.3 Notwithstanding the previous paragraph:

(a) Where the holding pattern speed for a particular instrument approach differs from that listed in Table ENR 1.5-1 or Table ENR 1.5-2, it will be clearly annotated on the chart.

(b) Aircraft unable to comply with the speed restrictions listed in Table ENR 1.5-1 are to advise ATC and request clearance for holding at an acceptable speed. This may result in an ATC requirement for an increase in the minimum holding altitude.

Outbound Timing

3.3.4 Outbound timing begins at the end of the turn onto the outbound leg or abeam the holding fix, whichever occurs later. The outbound track must then be flown:

(a) for one minute if at 14,000ft or below, or for one and a half minutes if above 14,000ft; or

(b) until the appropriate limiting distance is attained, where distance is specified.

3.3.5 When clearance is received specifying the time of departure from the holding point, the pilot should adjust his pattern within the limits of the established holding procedure in order to leave the holding point at the time specified.

Turns

3.3.6 All turns are to be made at a bank angle of 25%, or at a rate of 3 degrees per second, whichever requires the lesser bank.

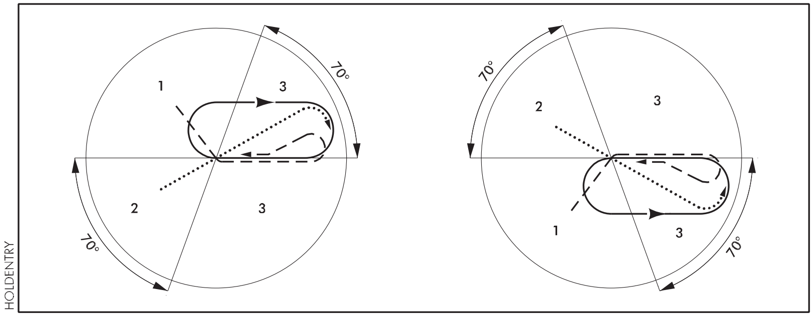
Wind Allowance

3.3.7 All procedures depict tracks and pilots should attempt to maintain track by making allowance for known wind by applying corrections both to heading and timing during entry and while flying in the holding pattern.

3.4 Entry Procedures

3.4.1 Entry into a holding pattern must be according to heading in relation to the three entry sectors shown in Figure ENR 1.5-2, recognising a zone of flexibility of 5° on either side of sector boundaries. In the case of holding on a VOR/DME fix the entry track is limited to either the VOR radial or DME arc.

Figure ENR 1.5-2
Holding Pattern Entry Sectors



Sector 1 Entry Procedure (Parallel Entry)

3.4.2 Entry into a holding pattern from Sector 1 is as follows:

(a) on reaching the holding fix, the aircraft is turned to the reciprocal of the holding pattern inbound track for the appropriate period of time or until reaching the limiting outbound distance, if published; then

(b) the aircraft is turned onto the holding side to intercept the inbound track until reaching the fix; and then

(c) the aircraft is turned to follow the holding pattern.

Sector 2 Entry Procedure (Offset Entry)

3.4.3 Entry into a holding pattern from Sector 2 is as follows:

(a) on reaching the holding fix, the aircraft is turned onto a heading to make good a track making an angle of 30° from the reciprocal of the inbound track on the holding side; then

(b) the aircraft is flown outbound:

- (i) for the appropriate period of time, or
- (ii) until the appropriate limiting distance is attained, where distance is specified; then

(c) the aircraft is turned to intercept the inbound holding track until reaching the holding fix; and then

(d) the aircraft is turned to follow the holding pattern.

Sector 3 Entry Procedure (Direct Entry)

3.4.4 When entering a holding pattern from Sector 3, on reaching the holding fix the aircraft is turned to follow the holding pattern.

DME Arc Entry

3.4.5 When entering a holding pattern from a DME Arc, on reaching the holding fix the aircraft must enter the holding pattern in accordance with either the Sector 1 or Sector 3 entry procedure.

Time/Distance Outbound (Sector 1 and Sector 2 Procedures)

3.4.6 The still air time for flying the outbound entry heading should not exceed one minute if at 14,000ft or below, or one and a half minutes if above 14,000ft. Where DME is available, the length of the outbound leg may be specified and flown in terms of distance instead of time.

3.5 Application of Holding Procedures

3.5.1 Enroute holding patterns are depicted on ENRC and ARC charts, and are for use by all aircraft.

3.5.2 Holding patterns depicted on instrument approach charts are designed for use by aircraft whose performance permits operation at the aerodrome associated with the holding and approach procedure.

3.5.3 As aircraft holding at higher airspeeds need larger areas of airspace for obstacle clearance purposes, this will generally result in a higher minimum holding altitude for enroute holding. This may occur although both the enroute and approach holding patterns are based on the same NAVAID and have similar orientation.

3.5.4 In the application of ATC lateral separation, an aircraft is not established in a holding pattern until:

(a) Sector 1 or 2 joining procedures are complete; or

(b) the aircraft has crossed the aid/fix in a Sector 3 entry.

3.6 Identification of Holding Patterns

3.6.1 Published holding patterns will be identified by one or more of the following:

(a) the name of NAVAID, significant point or fix;

(b) the type of NAVAID;

(c) the runway associated with the instrument approach;

(d) the instrument approach procedure identifier;

(e) the instrument approach segment identifier;

(f) for enroute holding patterns, the term ENROUTE.

3.6.2 Aircraft may also be cleared to hold at a DME distance, or between two DME distances, on a VOR radial. Instructions will include:

(a) the name and type of the NAVAID;

(b) DME distance or distances;

(c) level instructions, which will be at or above an approved area MSA or minimum safe flight level; and

(d) direction of the holding pattern.

3.7 Onwards Clearance Time

3.7.1 In the event that an aircraft is held enroute or at a location other than the initial approach fix, the aircraft will be given an onward clearance time from the holding location.

3.7.2 This time is the time an aircraft can expect to leave the holding location.

3.8 Expected Approach Time

3.8.1 In the event that an aircraft is instructed to hold at an initial approach fix, if the delay will exceed five minutes an expected approach time will be passed.

4 ARRIVING FLIGHTS

4.1 Aircraft Category

4.1.1 The categories used to determine the approach minima for aircraft are provided in Table ENR 1.5-4.

4.1.2 The categories are based upon V_{at}, where:

(a) V_{at} is the indicated airspeed at the threshold;

(b) $V_{at} = 1.3 \times V_{s0}$; and

(c) V_{s0}0 is the stalling speed in the landing configuration at maximum certificated landing weight.

4.1.3 An aircraft must fit into and be operated in accordance with the requirements of only one category.

4.1.4 An aircraft:

(a) may not reduce category because of reduced operating weight; but

(b) must increase category when actual handling speeds are in excess of those for the category.

Table ENR 1.5-4
Aircraft Category

CATEGORY	V_{at}
A	Less than 91kt IAS
B	91kt or more but less than 121kt IAS
C	121kt or more but less than 141kt IAS
D	141kt or more but less than 166kt IAS
H (Helicopter)	Not applicable

4.1.5 The approach minima for aircraft categories listed in Table ENR 1.5-4 are included on instrument approach charts included in AD 2.

4.2 Approach Sequence

4.2.1 The approach sequence will be established in a manner that facilitates the arrival of the maximum number of aircraft with the least average delay.

4.2.2 Priorities applied by ATC are provided in ENR 1.1, 10.1.1 and 10.1.2.

4.2.3 ATC will pass to the pilot of IFR flight information on the ATC preferred type of instrument approach or when appropriate, advice that conditions are suitable for a visual approach.

4.2.4 Pilots should advise ATC as soon as possible of their preferred approach so that the most advantageous sequencing may be arranged for the type of approach to be flown.

4.2.5 At uncontrolled aerodromes pilots should use the designated instrument approach procedure for the runway-in-use. Other instrument approach procedures may be used only if:

(a) the reported MET conditions indicate the aircraft will comply with standard visual joining procedures; and

(b) account is taken of other IFR and VFR air traffic in the vicinity.

4.3 Minimum Initial Approach Altitude

4.3.1 The minimum initial approach altitude to a facility must be the higher of:

(a) the minimum procedure commencement altitude shown on the instrument approach chart; or

(b) the MSA for the route sector; or

(c) where applicable, the MSA after DME step-down.

4.3.2 An aircraft operating under VFR, required to make an IFR approach due to local MET conditions, may be cleared to commence the approach at a lower initial approach altitude than the minimum specified in 4.3.1. The aircraft may be cleared to commence the approach from overhead the facility in VMC at either:

(a) the procedure or base turn altitude; or

(b) the minimum inbound overhead altitude where the procedure authorises final descent after re-crossing the facility on final approach.

4.4 Joining an Aid for an Instrument Approach

4.4.1 Where the holding pattern and instrument approach procedure are positioned on opposite sides of the aid, the published joining procedure for holding should be used when joining for the approach, unless an alternative joining procedure is depicted on the instrument approach chart.

4.4.2 Where the holding pattern and instrument approach are positioned on the same side of the aid, the pilot should overhead the aid and carry out a reversal turn.

4.4.3 If the pilot is confident that diversion from track will not adversely affect required terrain clearance, an aircraft may be cleared to intercept the procedure track prior to the aid at an angle of 30°.

4.5 Procedure Commencement Altitude

4.5.1 Where the instrument approach chart shows the procedure commencement altitude as a minimum, the use of a higher commencement altitude is permissible, dependent upon the aircraft's descent performance capability while conforming to the procedural limitations of time and/or distance.

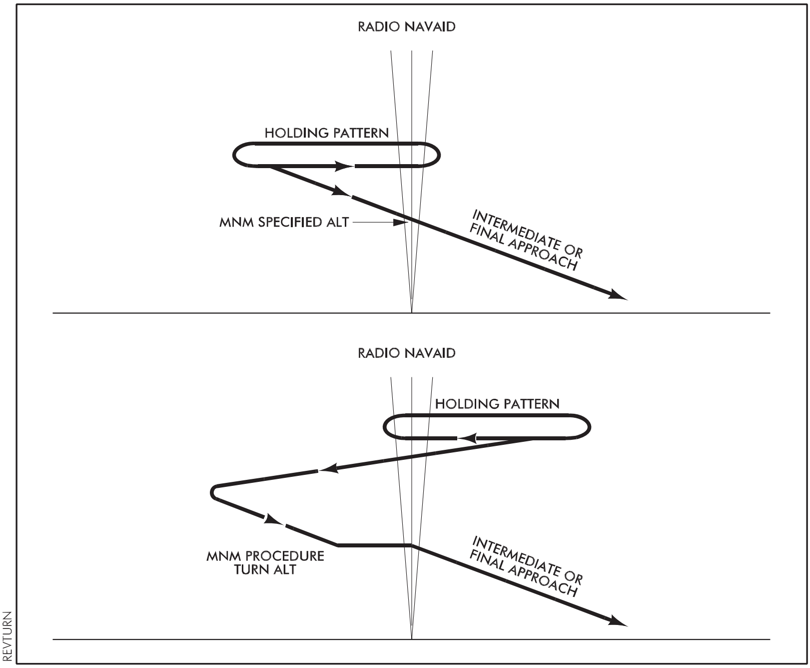
4.5.2 Alternatively, the procedure may authorise aircraft established in the holding pattern to descend on the inbound holding track to cross the NAVAID at or above the minimum altitude depicted. This may apply where the aircraft:

(a) is taking up the outbound heading of a teardrop procedure;

(b) is joining final approach at the NAVAID; or

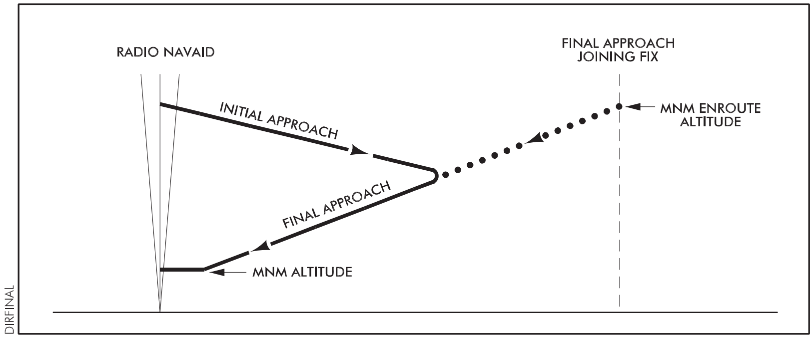
(c) is required to execute a reversal turn prior to carrying out the above procedures as depicted in Figure ENR 1.5-3.

Figure ENR 1.5-3
Reversal Turn Prior to Joining Final Approach



4.5.3 In certain cases aircraft may be cleared to join final approach track direct from enroute. In these circumstances the final approach commences at a fix on the final approach track up to which enroute terrain clearance applies as depicted in Figure ENR 1.5-4.

Figure ENR 1.5-4
Joining Final Approach Direct from Enroute



4.6 Instrument Approach Procedures — General

4.6.1 The pilot of an aircraft intending to land at any aerodrome where instrument approach procedures have been prescribed, must comply with those procedures where the MET conditions at the time require the procedures to be followed.

4.6.2 In order to ensure separation from aircraft operating in the vicinity of an aerodrome, IFR flights in controlled airspace may be cleared for an instrument approach and issued with a descent restriction prior to reporting visual reference, provided:

(a) the reported or known cloud base is at least 1000ft above the altitude specified in the descent restriction; and

(b) visibility is equal to or greater than 8km; and

(c) the reason for the descent restriction is passed to the pilot.

4.6.3 In addition, an IFR flight that cannot be cleared for an instrument approach because of conflicting traffic operating below it may be cleared to intercept the associated DME arc or the outbound track (initial approach segment) of the approach with a descent restriction above the conflicting traffic provided that:

(a) a reasonable assurance exists that the descent restriction can be cancelled and an approach clearance issued before the aircraft intercepts the final approach track; and

(b) the reason for the descent restriction is passed to the pilot; and

(c) the approach clearance is issued in sufficient time to allow the flight to fly an approach profile appropriate to the aircraft type. ATC will use a descent profile of 300ft per nautical mile as a general guide but if doubt exists the pilot's advice will be sought.

"JOIN DME ARC FOR (type of instrument approach), MAINTAIN ...FT, TRAFFIC ..."; or

"TRACK OUTBOUND ON (reversal track of the instrument approach), MAINTAIN ...FT, TRAFFIC ..."

4.6.4 When the confliction has been resolved ATC will clear the IFR flight for the approach.

"CLEARED (type of instrument approach) RWY ..."

4.6.5 If for any reason a clearance for the approach is not issued or acknowledged prior to the flight intercepting the final approach track, the pilot must maintain the last assigned level until established on the final approach track, and then commence approach. See communications failure procedures specified in ENR 1.15.

4.7 Instrument Approach Procedures — Speed

4.7.1 A specified range of landing speeds for each category of aircraft are assumed for use in calculating airspace and obstacle clearance requirements for each instrument approach procedure. These speeds are provided in Table ENR 1.5-5.

Table ENR 1.5-5
Speeds for Procedure Calculations (knots IAS)

Aircraft Category	V_{at}	Range of Speeds for Initial Approach	Range of Final Approach Speeds	Max Speeds for Visual Manoeuvring (Circling)	Max Speeds for Missed Approach +
A	<91	90 – 150 (110*)	70 – 100	100	110
B	91 – 120	120 – 180 (140*)	85 – 130	135	150
C	121 – 140	160 – 240	115 – 160	180	240
D	141 – 165	185 – 250	130 – 185	205	265
H	N/A	70 – 120 (#100,¤110)	60 – 90	N/A	90

V_{at} As defined in 4.1.2.
* Maximum speed for reversal procedures.
+ Unless otherwise specified on instrument approach charts.
# Maximum speed for reversal procedures up to and including 6000ft.
¤ Maximum speed for reversal procedures above 6000ft.

4.7.2 An aircraft may use a higher category speed provided that:

(a) the minima and restrictions for higher category are authorised and complied with; and

(b) prior approval has been obtained from ATC before commencing the approach.

4.8 Instrument Approach Procedures — Procedure Timing

4.8.1 The procedural airspace used when designing a civil instrument approach procedure takes into account the highest authorised aircraft approach speed appropriate to the particular aerodrome it serves and a 60kt head or tailwind. Intermediate approach obstacle clearance limits and final approach minimum altitudes are determined from a study of obstacles occurring within the airspace.

4.8.2 To ensure that the obstacle clearance margins are not infringed, no increase in the instrument approach procedure outbound time or DME distance is authorised, except that, where aircraft are operated on the outbound leg of the teardrop instrument approach procedure at indicated air speeds significantly lower than the maximum authorised for the procedure, the outbound timing may be adjusted in accordance with Table ENR 1.5-6.

Table ENR 1.5-6
Instrument Approach Procedure — Timing Adjustment

Procedure timing shown on chart	Modified procedure timing related to aircraft approach speed (IAS)	
	91–110kt	70–90kt
2 min	2.5 min	3 min
3 min	4 min	4.5 min

4.8.3 Outbound time or DME distance may be shortened, provided that the wind velocity at the relevant altitudes has been confirmed by an immediately preceding instrument approach to the effect that minimum altitude may be reached at an acceptable descent rate during final approach.

4.9 Instrument Approach Procedures — Descent Rates

4.9.1 The height difference between procedure commencement minimum and intermediate approach minimum may be such that 650fpm descent rate is required if a pilot wishes to reach the minimum by the end of the intermediate approach.

4.10 Instrument Approach Procedures — Reversal Procedures

Types of Manoeuvre

4.10.1 The reversal procedure may be in the form of a procedure turn, a base turn, or a racetrack. Strict adherence to the directions and timing is required to remain within the design airspace. Entry track to the procedures must be within $\pm$30. Reversal speed limitations apply from procedure commencement as shown in Figure ENR 1.5-5.

45° Procedure Turn

4.10.2 A 45° procedure turn consists of a specified outbound track and timing from the facility or fix, a 45° turn away from the outbound track for one minute from the start of the turn for categories A and B aircraft (one minute 15 seconds for categories C, D and E aircraft), followed by a 180° turn in the opposite direction to intercept the inbound track. An 80° procedure turn may also be used when a 45° procedure turn is depicted.

80° Procedure Turn

4.10.3 An 80° procedure turn consists of a specified outbound track and timing from the facility or fix, an 80° turn away from the outbound track, followed by a 260° turn in the opposite direction to intercept the inbound track.

Base Turn

4.10.4 A base turn consists of a specified outbound track and timing from a facility, followed by a turn to intercept the inbound track.

Racetrack

4.10.5 Racetracks are similar to holding patterns but, because they are reversal procedures, the following considerations also apply:

(a) Procedure entry track is within plus or minus 30° unless entry is protected, e.g. within a suitable holding pattern.

(b) Speed not above maximum applicable to the published aircraft category, i.e. Category A and helicopter 100kt, Category B 140kt.

(c) When a longer outbound time is published, the Sector 2 30° offset entry is limited to one minute 30 seconds then the outbound track is paralleled for the remainder of the time or distance.

(d) During a Sector 1 parallel entry the inbound final approach track must be intercepted prior to the facility.

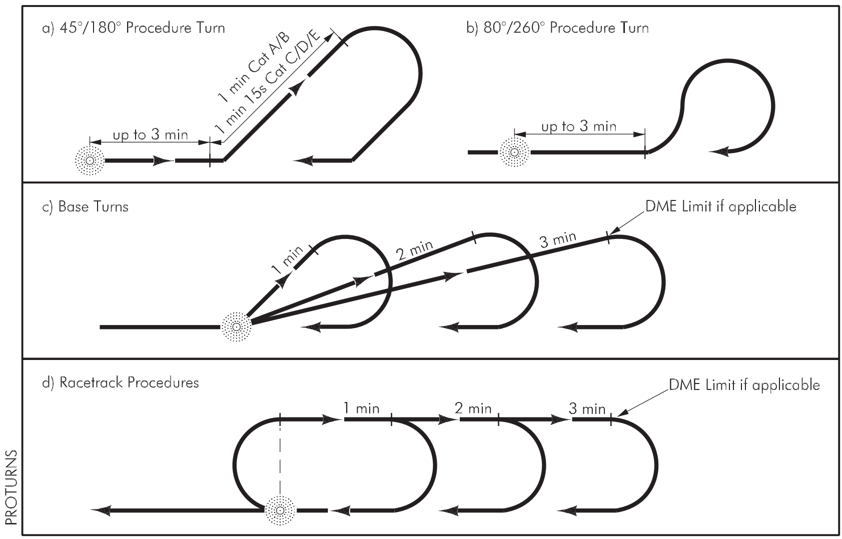
(e) Manoeuvring, as far as is possible, will be done on the holding side of the inbound track.

(f) Specified minimum altitudes apply until the aircraft is established on the final inbound track. “Established” is considered to be half scale deflection for ILS or VOR, within 5° of an NDB track.

Dead Reckoning (DR) Segment

4.10.6 Where an operational advantage can be obtained, the procedure may include a DR segment from a fix. The DR track will intersect the approach track at 45° or less.

Figure ENR 1.5-5
Procedure Turns



4.11 DME Arc Approach

4.11.1 Where a DME arc approach is provided, the intersection of the specified inbound route and the DME arc constitutes the fix defining the commencement of the DME arc approach.

4.11.2 A DME arc approach provides a circular path which enables a direct feed-in to the final approach track without first having to overhead the facility providing final approach guidance.

4.11.3 The characteristics and requirements of DME arc approach are:

(a) pilots are expected to anticipate the lead distance required for commencement of turn onto the arc and the lead angle for the turn onto final approach (**Note:** As charts are successively reproduced, a radial or bearing that provides at least 2NM of lead will be identified to assist in leading the turn);

(b) DME arc approaches are available only to those aircraft whose enroute track intersects the DME arc approach within the limiting arc bearings depicted on the instrument approach chart. The arc approach is executed by maintaining the circular path depicted on the instrument approach chart by a curved dotted line;

(c) the altitude to be maintained while joining a DME arc approach must be not less than the minimum safe altitude specified for the route from which arrival is made or the altitude specified for the applicable segment of the DME arc, whichever is the higher;

(d) only when the pilot has established the aircraft on the circular path depicted on the instrument approach chart, and if in controlled airspace after receiving a descent clearance from ATC, may descent be made to the minimum altitude specified for that segment of the arc or the cleared level if higher;

(e) minimum altitudes specified on DME arc provide not less than l000ft terrain or obstacle clearance within an area extending 4NM each side of arc; and

(f) in controlled airspace the DME arc procedure is only to be flown when specific ATC clearance has been received.

4.12 Operation Below DA, DH, or MDA

4.12.1 CAR 91.413 requires that, where a DA, DH or MDA is applicable, the pilot must not operate an aircraft at any aerodrome below the MDA or continue an instrument approach procedure below the DA or DH unless:

(a) the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres that will allow touchdown to occur within the touchdown zone of the runway of intended landing; and

(b) the flight visibility is not less than the visibility prescribed for the instrument approach being used; and

(c) at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

- (i) the approach lighting system; or
- (ii) the threshold markings; or
- (iii) the threshold lights; or
- (iv) the runway-end identification lights; or
- (v) the visual approach slope indicator; or
- (vi) the touchdown zone or touchdown zone markings; or
- (vii) the runway or runway markings; or
- (viii) the runway lights.

4.13 Instrument Approach Procedures — Landing

4.13.1 The pilot must not land an aircraft when the flight visibility is less than that prescribed for the instrument approach procedure used.

4.14 Instrument Approach Procedures — Missed Approach Procedures

4.14.1 The published missed approach procedure must be executed:

(a) if, at the missed approach point, including the specified DA or DH, the pilot has not established visual reference in terms of the meteorological minima prescribed for the approach; or

(b) an identifiable part of the aerodrome is not distinctly visible to the pilot during a circling manoeuvre at or above MDA; or

(c) at any time during a final approach when directed by ATC.

4.14.2 During the final approach, a published missed approach may be requested from ATC or, in an emergency, initiated at any time.

4.14.3 Following a pilot initiated missed approach, the pilot must notify circumstances and intentions immediately:

(a) if in controlled airspace, by advising ATC. If required ATC may issue additional or alternative instructions; or

(b) if in uncontrolled airspace, by broadcasting on the appropriate ATS or unattended aerodrome frequency.

4.14.4 If a missed approach climb is initiated prior to the specified missed approach point the pilot is required to track to the missed approach point and then follow the missed approach procedure. The missed approach point may be overflown above MDA.

Turns

4.14.5 During missed approach turns, a minimum bank angle of 15° is assumed.

Climb

4.14.6 During the missed approach, to ensure separation from conflicting traffic, ATC may instruct an aircraft to climb at max rate to a specified altitude. Aircraft are required to achieve high vertical climb profile with the least delay. Essential traffic information will be passed, if appropriate.

Note: The missed approach procedure is designed to provide a minimum obstacle clearance of 100ft to an aircraft climbing along the specified missed approach path at a gradient of 2.5% (150ft/NM) from the prescribed point (MAPt-non-precision) from which the missed approach procedure commences. If this climb gradient cannot be achieved (e.g. degraded climb performance with an engine inoperative under certain conditions of weight/temperature/altitude), the DA/H or MDA/H should be increased or other action taken to achieve the required obstacle clearance.

Approach Aid Failure

4.14.7 In the event of radio navigation aid failure before visual reference is established, the approach may be continued using a suitable alternative aid or procedure provided:

(a) that the prevailing weather conditions are within the MET minima for the alternative procedure; and

(b) in controlled airspace, position and intentions are advised to ATC.

4.14.8 If no alternative approach procedure is available the pilot must advise ATC of estimated position and intentions in order that separation from other IFR traffic may continue to be applied.

Alternative Missed Approach Instructions

4.14.9 Where a missed approach procedure is annotated "or as instructed", ATC may issue alternative missed approach instructions as follows:

(a) prior to the commencement of the instrument approach, under the following conditions:

- (i) the alternative instructions are issued in sufficient time for the pilot(s) to brief on the procedure prior to commencing the approach; and
- (ii) the procedure is acceptable to the pilot(s).

(b) after the missed approach has been initiated, under the following conditions:

- (i) the aircraft has reached the minimum missed approach holding altitude.

4.15 Alternative Missed Approach Procedures — Instrument Training Aircraft

4.15.1 For traffic management purposes, ATC may instruct pilots of training aircraft who wish to carry out the published missed approach procedure to:

(a) carry out a published departure procedure provided the clearance specifies that the departure commences over the runway; or

(b) carry out a visual departure onto a specified track or heading; or

(c) enter the circuit visually. This may be followed by either of the two procedures listed in (a) and (b).

4.15.2 The procedures in 4.15.1 are subject to the following conditions:

(a) by day only; and

(b) suitable MET conditions exist for the applicable procedure.

4.15.3 Instructions will be issued in sufficient time for the pilot(s) to brief on the procedure. If the clearance is unacceptable to the pilot for safety reasons, the pilot must advise ATC.

4.16 Protection of the Missed Approach

4.16.1 ATC will at all times protect the missed approach.

4.16.2 Where actual meteorological conditions are at or above published circling minima for the aircraft category and type of approach, ATC may protect the missed approach by requiring an arriving aircraft to circle visually within the aerodrome traffic circuit, **by day or night**, provided circling is permitted for the aircraft category and type of approach, with the exception for Category C and D aircraft the MET conditions must be equal to or better than a ceiling of 1500ft and visibility of 8km, or the applicable circling minima, whichever is the higher.

4.16.3 Aircraft unable to carry out this procedure must advise ATC immediately.

4.17 Straight-in Landing with Circling Minima

4.17.1 Even though only circling minima may be specified for a particular instrument approach procedure, a straight-in landing may be made if the pilot has the runway in sight in sufficient time to make a normal approach and landing, and requests and receives an appropriate clearance.

4.18 Circling Approaches

4.18.1 Within controlled airspace, when MET conditions are equal to or better than circling minima, and if the pilot has either reported visual reference or is seen by ATC to have established visual reference, ATC may require the aircraft to join the aerodrome traffic circuit. Pilots on a circling instrument approach should report visual reference as soon as practicable.

4.18.2 A specific track for visual manoeuvring may also be prescribed in addition to the circling area. This track is normally contained within the limits of the circling area for the relevant aircraft category. When this is not the case, the procedure is named "VISUAL APPROACH by Prescribed Track". The minima are annotated "Visual Approach" instead of "Circling". The prescribed track procedures may replace the circling area, and the chart will contain a note indicating this.

4.18.3 Visual features and/or RNAV waypoints are used to define the prescribed track. A go-around procedure is also provided that can join the instrument missed approach procedure.

4.19 Visual Approach Procedures — Controlled Airspace

4.19.1 IFR flights in controlled airspace may be cleared for a visual approach, or at selected locations IFR flights may be cleared to carry out a visual arrival procedure, provided the pilot:

(a) specifically states "*REQUEST VISUAL APPROACH*"; and

(b) can maintain visual reference to the terrain; and

(c) the reported ceiling is not below the approved initial approach level for the aircraft so cleared; or

(d) the pilot reports, at the initial approach level or at any time during the instrument approach procedure, that the meteorological conditions will permit a visual approach and that there is a reasonable assurance that the landing can be accomplished.

4.19.2 An aircraft operating under IFR and making either a visual approach or a visual arrival procedure remains an IFR flight and is subject to ATC clearances for the purpose of providing separation.

4.19.3 When cleared by ATC for a visual approach, further descent is unrestricted except when a specific restriction or requirement is included with the clearance for a visual approach, or is included in a subsequent clearance. Any altitude restriction remains in force until specifically cancelled. Prior to cancellation of an altitude restriction ATC may require a pilot to position by reference to geographic features. Unless otherwise instructed or approved, aircraft are to join final by the shortest practical means. Extension through the final approach requires ATC approval.

4.19.4 ATC will advise when conditions are suitable for a visual approach:

(a) by day only when the visibility is at least 16km and the ceiling is at least 1000ft above the applicable minimum altitude or the applicable instrument approach procedure commencement altitude;

(b) by night only provided the visibility is at least 16km and there is no cloud below 5000ft.

4.19.5 A clearance to carry out a visual arrival procedure will only be offered, by day, when visual approaches are nominated by ATC as the preferred approach. When cleared for a visual arrival procedure, pilots are to comply with the tracking, minimum altitude, and distance requirements of the procedure, except that ATC may amend the altitude requirements on an individual basis.

4.19.6 If visual reference to terrain is established before completion of an instrument approach procedure, the entire procedure must nevertheless be executed unless the pilot requests and is cleared for a visual approach.

4.19.7 For a visual approach at night, it is essential that the pilot has the runway lights in sight. Sighting only of the aerodrome beacon, REIL or approach lights is insufficient.

4.20 Visual Approach — Uncontrolled Airspace

4.20.1 Pilots in uncontrolled airspace may carry out a visual approach provided the pilot:

(a) can maintain visual reference to the terrain; and

(b) the ceiling is not below the initial approach level; or

(c) the pilot has reasonable assurance at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions will permit a visual approach and landing to be accomplished.

4.20.2 For a visual approach at night, it is essential that the pilot has the runway lights in sight. Sighting only of the aerodrome beacon, REIL or approach lights is insufficient.

4.21 Unattended Aerodromes — QNH Source

4.21.1 The MDA for an instrument approach at an aerodrome is calculated on the assumption that an accurate QNH is available at that aerodrome. To reflect this, most instrument approach charts are annotated with the QNH instruction:

> “Use (LOCAL) QNH”.

4.22 IFR Alternate Aerodrome Minima

4.22.1 CAR 91.405 prescribes IFR alternate aerodrome requirements.

4.22.2 An aerodrome shall not be listed as an alternate aerodrome unless the weather forecast at the time of submitting the flight plan indicates that, at the estimated time of arrival, the ceiling and visibility at that aerodrome will be at or above the following weather minima:

(a) If an instrument approach procedure with alternate minima has been prescribed for the aerodrome, the specified alternate aerodrome minima for that instrument approach procedure; or

(b) If an instrument approach procedure without alternate minima has been prescribed, the following minima:

  (i) for a non-precision approach procedure, ceiling of 800ft or 200ft above MDA, whichever is the higher, and visibility of 4000m or 1500m more than the prescribed minimum, whichever is the greater.

(c) If no instrument approach procedure has been prescribed for the alternate aerodrome, the ceiling and visibility minima prescribed in CAR Part 91 Subpart D for VFR operation for descent below the minimum altitude for IFR flight prescribed under CAR 91.423.

4.23 IFR Arrival Procedures — Unattended Aerodromes

4.23.1 Pilots carrying out an instrument approach at an aerodrome that is unattended are required to follow the RTF procedures for unattended aerodromes.

4.23.2 It is important that the minimum altitude is not infringed and flight to the aerodrome is not continued unless the pilot is satisfied that integration with circuit traffic operating in flight visibilities down to 1500m can be achieved. Where a traffic confliction is likely, descent in IMC should be restricted to 1200ft above aerodrome elevation.

4.23.3 When a non-DME instrument approach is being carried out at an uncontrolled aerodrome, MDA should be attained as soon as possible after the end of base turn, as VFR aircraft may be operating close to the cloud base in the vicinity of the aerodrome and approach aid.

D

4.23.4 Pilots of aircraft operating on an IFR flight plan and executing an instrument approach as described above, are reminded that in terminating the instrument approach for landing they are initiating visual flight in uncontrolled airspace and the rules applicable to such operations apply.

ENR 1.6 RADAR SERVICE AND PROCEDURES

1 GENERAL

1.1 Services Provided

1.1.1 There are no radar services or procedures in the Port Vila Sector of the Nadi FIR.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1 INTRODUCTION

1.1 General

1.1.1 The requirements for altimeter setting are detailed in CAR Part 91. The requirements are summarised in this section for information.

1.2 Units

1.2.1 The standard unit for measurement of atmospheric pressure within the Port Vila Sector of the Nadi FIR is the Hectopascal (hPa), although the pressure setting in inches (of Mercury) will be provided by ATS when specifically requested by a pilot.

1.2.2 QNH settings passed by ATS to aircraft will be rounded down to the nearest whole hPa.

1.2.3 A pressure type altimeter calibrated in accordance with the standard atmosphere will indicate:

(a) altitude when set to a QNH altimeter setting; and

(b) flight level when set to a pressure of 1013.2hPa (29.92 inches).

1.3 QNH

Aerodrome QNH Altimeter Setting

1.3.1 The aerodrome QNH altimeter setting is the aerodrome level pressure reduced to mean sea level in accordance with the standard atmosphere. With aerodrome QNH set on the sub-scale, the altimeter of an aircraft on the ground at that aerodrome will indicate the elevation of the aerodrome at that point, plus the height of the altimeter above that point.

Zone Area QNH Altimeter Setting

1.3.2 There are two QNH zones in Vanuatu as shown in Table ENR 1.7-1. These are shown on the Enroute Chart — Vanuatu.

Table ENR 1.7-1
Vanuatu QNH Zones

Name	Description
Santo	All of that portion of the Port Vila Sector north of latitude S16° 10′
Port Vila	All of that portion of the Port Vila Sector south of latitude S16° 10′

2 Basic Altimeter Setting Procedures

2.1 Altimeter Setting Procedures — Port Vila Sector of the Nadi FIR

2.1.1 The pilot of an aircraft flying within the Port Vila Sector of the Nadi FIR must maintain vertical position by reference to the standard pressure value of 1013.2 hPa, except within the designated QNH Zones vertical position must be maintained by reference to the Zone QNH. The pilot of an aircraft landing and taking off must use the appropriate QNH.

2.1.2 Aircraft entering the Port Vila Sector of the Nadi FIR are required to remain on 1013.2 hPa to the Sector boundary and then comply with the altimeter setting procedures detailed below.

2.1.3 Aircraft entering the Nadi FIR from the Port Vila Sector, must, if on QNH, change to 1013.2 hPa at the Sector boundary.

2.1.4 Within the Port Vila Sector the pilot of an aircraft operating:

(a) at or above the transition level of FL130 must maintain vertical position by reference to the standard pressure value of 1013.2hPa; and

(b) at or below the transition altitude of 11,000ft must maintain vertical position by reference to the appropriate zone area or aerodrome QNH; and

(c) between 11,000ft and the transition level of FL130 must maintain vertical position by reference to the altimeter setting as advised by ATC.

2.1.5 The pilot of an aircraft must:

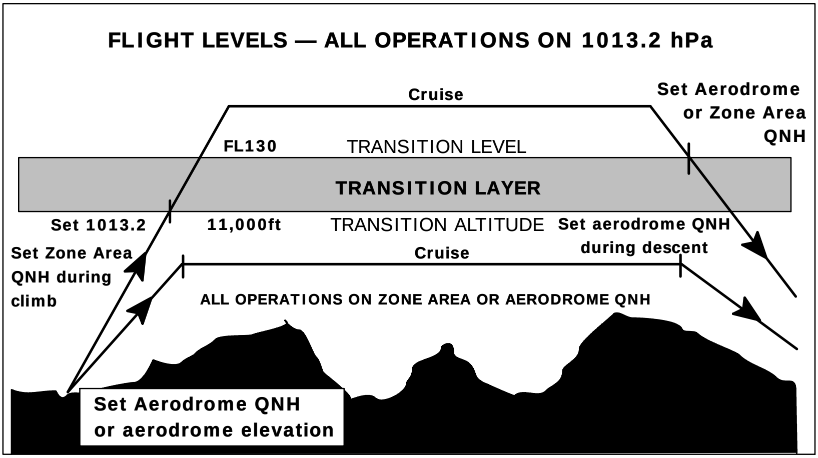
(a) when climbing above 11,000ft, set the altimeter to 1013.2hPa; and

(b) when descending through FL130, set the altimeter to the appropriate zone area or aerodrome QNH.

2.1.6 The transition layer, between 11,000ft and FL130, can only be used for ascending or descending, or for cruising provided the aircraft has ATS approval.

2.1.7 Altimeter setting procedures are summarised in Figure 1.7-1.

Figure ENR 1.7-1
Altimeter Setting Procedures



2.1.8 When the Zone QNH is above 980 hPa the transition layer provides adequate separation between aircraft using the QNH setting and aircraft operating on the standard pressure value.

2.1.9 When a Zone Area QNH is 980hPa or less the minimum usable flight level for that zone increases to FL140.

Terrain Clearance

2.1.10 The transition level FL130 is designed to provide terrain clearance throughout the Port Vila Sector of the Nadi FIR under all conditions of temperature and pressure.

QNH Altimeter Settings

2.1.11 In Class D airspace, the pilot of an aircraft must maintain vertical position by reference to the QNH setting advised by ATS.

2.1.12 The pilot of an aircraft operating in Class G airspace must maintain vertical position by reference to the **Zone Area QNH** setting except that the appropriate **aerodrome QNH** setting must be used for:

(a) take-off, landing, and flight within the aerodrome traffic circuit; and

(b) the intermediate and final approach segments of an instrument approach.

2.1.13 The pilot of an aircraft departing from an aerodrome where no QNH setting is available must set aerodrome elevation on the altimeter prior to departure and obtain the appropriate altimeter setting from an ATS unit as soon as possible, and in any case, before entering IMC.

3 MAGNETIC TRACK ALTITUDE REQUIREMENTS

3.1 Nadi Oceanic Airspace

3.1.1 Unless otherwise authorised by ATC during flight within Class A airspace, aircraft must be flown in the Nadi Oceanic Airspace at a cruising level appropriate to their track selected from Table ENR 1.7-2.

3.1.2 Within Class A airspace, pilots requesting levels which are not in accordance with that table must prefix the required level with “... NON STANDARD ...”.

3.2 Port Vila Sector

3.2.1 The pilot of any aircraft operating within the Port Vila Sector must fly at prescribed altitudes or flight levels, set out below.

VFR Flights

3.2.2 CAR 91.313 requires the pilot of an aircraft, other than a glider or hang glider, operating under VFR in level cruising flight at more than 3000ft AMSL or 1000ft AGL (whichever is the higher) to fly at an altitude or FL appropriate to the track as specified in Table ENR 1.7-1. The exceptions to this are:

(a) when otherwise authorised by ATC during flight within, entering or leaving Class D airspace; or

(b) when operating within controlled airspace, where ATC may assign IFR levels to VFR aircraft.

IFR Flights

3.2.3 CAR 91.425 requires the pilot of an aircraft operating under IFR in level cruising flight to fly at an altitude or FL appropriate to the track as specified in Table ENR 1.7-1. The exception to this requirement is when otherwise authorised by ATC during flight within, entering or leaving controlled airspace.

3.2.4 Pilots requesting levels which are not in accordance with the IFR column of the Port Vila Sector Table of Cruising Levels must prefix the required level with “... NON STANDARD ...”.

Block Levels

3.2.5 Within controlled airspace, pilots of aircraft engaged in radio navigation or approach aid calibration, aerial work, other special operations, or aircraft that wish to employ cruise climb techniques may be cleared to operate between a specified upper limit and a specified lower limit.

International Flights

3.2.6 International flights entering, leaving, or transiting the Port Vila Sector may flight plan that portion of the flight within the Port Vila Sector at a level in accordance with Table ENR 1.7-1.

Table ENR 1.7-1
Table of Cruising Levels

	000° to 179°		**180° to 359°**	
	IFR	**VFR**	**IFR**	**VFR**
Altitude	1,000		2,000	
	3,000	3,500	4,000	4,500
	5,000	5,500	6,000	6,500
	7,000	7,500	8,000	8,500
	9,000	9,500	10,000	10,500
	11,000			
Flight Level Number	130	135	140	145
	150	155	160	165
	etc.	etc.	etc.	etc.
		up to 235		up to 240
	270	NA	280	NA
	290		300	
	up to 410		up to 400	
	then 450, 490 etc		then 430, 470 etc.	

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

1 TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)

1.1 General

1.1.1 Full details can be found in ENR 1.15.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

1 FLOW MANAGEMENT AND CONTROL

1.1 General

1.1.1 Flow management and control techniques are not applicable in the Port Vila Sector of the Nadi FIR.

ENR 1.10 FLIGHT PLANNING

1 GENERAL

1.1 Requirements for Flight Plans

1.1.1 CAR Part 91 specifies the requirements relating to the submission, contents, adherence to, cancellation, and termination of flight plans.

1.2 IFR Flight Plans

1.2.1 The pilot of an aircraft must:

(a) submit a flight plan prior to any flight under IFR;

(b) submit the flight plan at least 30 minutes prior to the beginning of the flight, unless otherwise authorised by ATS;

(c) advise the appropriate ATS unit as soon as possible of any delay exceeding 30 minutes in beginning the flight or departing from any aerodrome of intended landing; and

(d) terminate the flight plan on completion of any flight at any aerodrome without ATS.

1.3 VFR Flight Plans

1.3.1 The pilot of an aircraft must submit a flight plan prior to any flight under VFR.

1.3.2 The pilot of an aircraft for which a VFR flight plan has been submitted must:

(a) inform an appropriate ATS unit of any change to the details in the flight plan and of any change to the flight plan SARTIME before the expiry of that SARTIME; and

(b) terminate the flight plan by advising an appropriate ATS unit before the flight plan SARTIME.

1.4 Cancelling IFR and Proceeding VFR

1.4.1 Pilots may change from IFR to VFR flight at a pre-planned point, or may change from IFR to VFR flight by the pilot initiating a message containing the specific expression “CANCELLING IFR FLIGHT”, together with any changes to be made to the flight plan being followed.

1.4.2 Except as indicated below, this is not a termination of a flight plan but a change of flight rules.

1.4.3 When IFR flight is cancelled enroute, the pilot may be requested to provide a SARTIME for the remaining VFR portion of the flight. In this case ATS will terminate the original flight plan and create a VFR flight plan. A flight information service will be provided by broadcast and/or request, and an alerting service will be provided. The pilot will be responsible for amending or terminating the VFR flight plan prior to the nominated SARTIME.

1.4.4 When IFR flight is cancelled prior to departure, the IFR flight plan will be cancelled by ATS. Where required a new flight plan must be submitted for any subsequent flight.

1.5 Content and Instructions for Completion of Flight Plans

1.5.1 A description of the content, and detailed instructions for completion of, both IFR and VFR flight plans are shown in Table ENR 1.10-1.

1.6 Advice to ATS of Number of Persons on Board

1.6.1 For all operations at aerodromes where an ATS unit is in operation, the pilots of radio equipped aircraft are requested to pass POB.

(a) Departing aircraft: prior to taxiing onto the manoeuvring area.

(b) Arriving aircraft: on establishing RTF communication with ATS.

1.6.2 Pilots of aircraft departing from aerodromes where an ATS unit is not operating should pass POB information to the first ATS unit they contact.

2 Procedures for the Submission of a Flight Plan

2.1 General

2.1.1 All flight plans should be submitted to the appropriate ATS unit using e-mail, telephone or fax. During hours of watch and subject to workload, local IFR and VFR flight plans that affect one ATC unit only may be filed direct with that unit.

2.1.2 If necessary, a flight plan may be submitted during flight by RTF with the ATS unit serving the airspace within which the aircraft is being flown.

2.1.3 Vila Tower and Santo Flight Service are solo-watch/single-operator positions and dependent on workload, delays could be experienced in accepting flight plans by telephone. For the same reason receipt of flight plans by RTF may not be accepted at all.

2.1.4 ATS may require personal submission of flight plans by the pilot, particularly when aircraft are not radio equipped (NORDO), so that an adequate briefing may be given.

2.1.5 Pilots intending to operate into unattended aerodromes, including attended aerodromes outside of ATS hours, must indicate in item 18 (OTHER INFO) of the ICAO flight plan a contact number (and the name of a person if necessary) that ATS can use to contact the pilot.

2.1.6 A flight plan submitted by e-mail is not accepted by ATS until receipt is confirmed by return e-mail.

2.1.7 A flight plan submitted by fax is not accepted by ATS until acceptance is confirmed by return fax. This is to guard against receipt of unreadable faxes. All flight plans submitted by fax must include an originator's fax number. If no return acknowledgement is received within five minutes of submitting the plan by fax, the pilot is required to ring the appropriate ATS unit to submit the flight plan by other means.

2.1.8 Where an airline has an operations section or utilises the facilities of another airline's operations section, company operations officers may submit flight plans. This does not relieve the pilot from the responsibility of ensuring that the flight plan submitted accurately conveys the details of the intended flight.

2.1.9 IFR flight plans submitted prior to take-off, including flight plan details for local IFR training flights, must be submitted at least 30 minutes prior to departure.

2.1.10 IFR flight plans submitted during flight should, as far as practicable, be transmitted to the appropriate ATS unit at least 10 minutes flying time before reaching the point of entry into controlled airspace or 20 minutes if onward transmission of the flight plan to other ATS units is required.

2.1.11 The ATS unit receiving a flight plan, or change to a flight plan, will:

(a) check it for compliance with the format and data conventions;

(b) check it for completeness and, to the extent possible, for accuracy;

(c) take action, if necessary, to make it acceptable to ATS; and

(d) indicate acceptance of the flight plan, or change to the flight plan, to the originator.

2.2 Submitting an IFR Flight Plan

2.2.1 Except where operators use standard and repetitive flight plans, an IFR flight plan (including flight rules "Y" [IFR then VFR] and "Z" [VFR then IFR]) shall be submitted on an ICAO flight plan form, or a computer generated copy of this form.

2.2.2 For SAR purposes, ATS will treat a flight plan, flight rules "Z", as an IFR flight plan. An alerting service will be provided based on the ETD of the flight. Pilots must notify ATS of any delay exceeding 30 minutes in beginning the flight for which rules "Z" applies. Pilots must make a departure report to ATS as soon as practicable after take-off, indicating that they are on a flight rules "Z" flight plan and providing an ETA for the point at which a change of flight rules is planned.

2.2.3 Where multi-leg flights intend to carry out approach and departure procedures at one or more aerodromes enroute, each approach procedure is considered as a landing for the purposes of flight planning. A separate flight plan must be submitted for each leg of the flight.

2.3 Nominating a VFR Flight Plan SARTIME

2.3.1 The time entered in item 5 of the VFR flight plan is the time that search and rescue action will commence if the flight plan is not terminated. When determining SARTIME, pilots should allow sufficient time, if required, to get to a telephone or Internet terminal to terminate the flight plan.

2.3.2 Pilots on multi-leg flights may nominate a SARTIME relative to the first destination, but must then amend the SARTIME after each landing or take-off prior to SARTIME.

2.3.3 Pilots wishing to have a SARTIME covering the departure from an unattended or remote aerodrome/heliport, should nominate a SARTIME which would allow them to reach an altitude or position at which time a revised SARTIME could be nominated.

2.3.4 Amending an ETA does not constitute a change of SARTIME. A specific request must be made to "AMEND SARTIME", and any amendment must always be made before the existing SARTIME expires.

2.4 Identification of Operating Area

2.4.1 Pilots of aircraft intending to carry out aerial photography, aerial survey, aerial inspection, or aerial search operations may identify their intended area of operations by grid reference or island/place name.

2.4.2 This information should be included in section 8 of the VFR flight plan, e.g. "aerial photography area Tanna".

3 Repetitive Flight Plan System

3.1 General

3.1.1 Repetitive flight plans are not used in the Port Vila Sector of the Nadi FIR.

4 Changes to the Submitted Flight Plan

4.1 Changing a VFR Flight Plan

4.1.1 Any field in a VFR flight plan may be changed except the Aircraft Registration and the Aircraft Type. Any changes to the flight plan must be referenced by the aircraft registration, not the aircraft callsign, and can be made by contacting any ATS unit.

4.2 Changes to Filed IFR Flight Plans (including RPL)

4.2.1 Pilots must advise any changes to a filed IFR flight plan to an ATS unit at least 30 minutes prior to ETD or actual time of departure, whichever comes first, except that changes to cruising level only may be notified to an ATS unit on initial contact with that unit.

4.2.2 Failure to notify changes of aircraft type may have an effect on flight plan route and ATC separation standards applied to flights.

5 Termination of FLight Plans

5.1 IFR or Flight Rules Z Plan

5.1.1 Flights arriving at aerodromes where ATS is in attendance will have their flight plans automatically terminated by ATS.

5.1.2 Flights arriving at other aerodromes must contact ATS within 15 minutes of the last acknowledged ETA at that aerodrome, or terminate by SARTIME if one has been nominated.

5.2 VFR or Flight Rules Y Flight Plan

5.2.1 Pilots must request that their VFR or flight rules “Y” flight plans be terminated, because SAR action will be initiated at the nominated SARTIME unless the flight plan has been terminated.

5.2.2 On arrival at an ATS attended aerodrome, pilots wishing to terminate their flight plan must specify this to ATS and receive an acknowledgement.

5.3 Contact Details

5.3.1 Flight plans may be terminated via:

(a) telephone 678 – 24740 or 678 – 37709; or

(b) request with any ATS unit or flight information sector.

Table ENR 1.10 - 1
Instructions for Completion of an ICAO Flight Plan Form

Note: The term 'aerodrome' as used in this table refers to any aerodrome, heliport or landing site which may be used.

ITEM 7: AIRCRAFT IDENTIFICATION (Maximum 7 characters)

INSERT one of the following aircraft identifications:

(a) the registration marking of the aircraft e.g. YJRV10, NN1234D

OR

(b) the designator for the aircraft operating agency followed by the flight identification e.g. AVN10, ACI232.

Approved designators for aircraft operating agencies can be found in ICAO Doc 8585.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (1 or 2 characters)

Flight Rules

INSERT a single character denoting the category of flight rules which the pilot intends to comply:

I – if IFR
Y – if IFR then VFR
Z – if VFR then IFR
V – if VFR

For flight rules Y and Z it is necessary to specify in the route field (item 15) where the change of flight rules is planned.

Type of Flight

INSERT one of the following letters to denote type of flight:

S – if Scheduled Air Service
N – if Non-scheduled Air Transport Operation
G – if General Aviation
M – if Military
X – if other than any of the above categories

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

Number of Aircraft

INSERT the number of aircraft if more than one, otherwise leave blank.

Aircraft type

INSERT the aircraft type designator — refer to ICAO Doc 8643, for type designators and wake turbulence category.

If the type of your aircraft does not match anything listed then enter ZZZZ and specify type in item 18 under TYP/.

Wake Turbulence Category

INSERT the wake turbulence category for the aircraft type. Use H (heavy) or M (medium) or L (light).

ITEM 10: EQUIPMENT

Radio Communication, Navigation and Approach Aid Equipment

INSERT one letter as follows:

N – if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable.

S – if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable.

Standard equipment is considered to be VHF RTF, ADF, VOR and ILS.

AND/OR one or more of the following as applicable:

D – DME
F – ADF
G – GNSS/GPS (see Note 1)
H – HF RTF
I – Inertial Navigation
J – Data Link (see Note 2)
L – ILS
O – VOR
R – RNP type certification (see Note 3)
T – TACAN
U – UHF RTF
V – VHF RTF
W – RVSM approved
Z – Other equipment carried (see Note 4)

Note 1 *Inclusion of the letter G indicates that an aircraft meets the conditions and requirements for the use of GNSS (GPS) equipment.*

Note 2 *If the letter J is used, specify in item 18 the equipment carried, using the DAT/option.*

Note 3 *Inclusion of the letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s), or area concerned.*

Note 4 *If the letter Z is used, specify in item 18 the equipment carried, using the COM/ or NAV/ option.*

Surveillance Equipment

INSERT one or two of the following letters:

SSR Equipment

N – NIL

C – Transponder Mode A and C

S – Transponder Mode S including pressure altitude and aircraft identification transmission.

ADS Equipment

D – ADS Capability

ITEM 13: DEPARTURE AERODROME AND TIME (8 characters)

Departure Aerodrome

INSERT The ICAO 4 letter location indicator of the departure aerodrome.

OR If no location indicator assigned, insert ZZZZ and specify in item 18 the name of the location.

Time

INSERT The estimated off-block or departure time expressed in UTC hhmm format.

ITEM 15: SPEED/LEVEL/ROUTE

Cruising Speed (maximum 5 characters)

INSERT The true airspeed for the first or whole portion of the flight, in terms of:

Knots — **N** followed by 4 figures (e.g. N0485); or

Mach number — **M** followed by 3 figures (e.g. M086).

Cruising Level (maximum 5 characters)

INSERT The planned cruising level for the first or whole portion of the flight, in terms of:

Flight Level — **F** followed by 3 figures (e.g. F240); or

Altitude — **A** followed by 3 figures (e.g. A090); or

For uncontrolled VFR flights — **VFR**

Route (including changes of speed, level and/or flight rules)

Flights along designated ATS Routes

INSERT If the departure aerodrome is located on, or connected to the ATS route, the designator of the first ATS route.

OR If the departure aerodrome is not located on, or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route (which also may be the NAVAID serving the ADES), followed by the designator of the ATS route.

THEN INSERT each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

NOTE: When a transition is planned between a lower and upper ATS route and routes are orientated in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT if the flight to the next point will be outside a designated route, unless both points are defined by geographical co-ordinates.

Flights outside designated ATS Routes

INSERT points normally not more than 30 minutes apart, including each point where a change of speed or level, a change of track, or a change of flight rules is planned.

OR define the track of the flight by reference to significant points located at half or whole degrees of latitude and/or longitude. Points should be no more than 1 hours flying time apart, and include each point where a change of speed or level, a change of track, or a change of flight rules is planned.

INSERT DCT between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

USE ONLY the conventions below and separate each sub-item with a space:

(a) ATS ROUTE (2 to 7 characters)

The designator assigned to the route or route segment, including the designator assigned to the standard departure or arrival route.

(b) SIGNIFICANT POINT (2 to 11 characters)

The coded designator assigned to the point, or if one has not been assigned:

(i) Degrees only (7 characters)

2 figures describing the latitude in degrees, followed by N or S, followed by 3 figures describing longitude in degrees, followed by E or W (e.g. 42S168E)

(ii) Degrees and minutes (11 characters)

4 figures describing the latitude in degrees and minutes, followed by N or S, followed by 5 figures describing longitude in degrees and minutes, followed by E or W (4230S16830E)

(iii) Bearing and distance from NAVAID (8 or 9 characters)

The identification of the NAVAID, in the form of 2 or 3 characters, THEN the bearing from the NAVAID in the form of 3 figures giving degrees magnetic, THEN the distance from the NAVAID in the form of 3 figures expressing nautical miles (VLI180040).

In all cases insert zeros to make up the correct number of characters.

(c) CHANGE OF SPEED OR LEVEL (maximum 21 characters)

The point at which a change of speed or a change of level is planned, expressed as in (b) above, followed by an oblique stroke and both the cruising speed and cruising level, without a space between them, even when only one of these quantities will be changed,

(e.g. ...MEKEP/N0420F330... or ...4602S07805W/N0500F350...).

(d) CHANGE OF FLIGHT RULES (maximum 3 characters)

The point at which the change of flight rules is planned, expressed as in (b) or (c) above as appropriate, followed by a space and one of the following:

VFR — if IFR to VFR (flight rules Y)

IFR — if VFR to IFR (flight rules Z)

(e.g. RY VFR, TU/N0284A070 IFR)

(e) CRUISE CLIMB (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (b) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, followed by the two levels defining the layer to be occupied during cruise climb; OR the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

(e.g. C/APORO/M082F290F350, C/APORO/M083F360PLUS)

ITEM 16: DESTINATION AERODROME, TOTAL ELAPSED TIME, ALTERNATE AERODROME (12 characters)

Destination Aerodrome

INSERT The ICAO 4-letter location indicator of the destination aerodrome, or for intended multi-leg flights, the 4-letter location indicator of the aerodrome at which the first instrument approach will be made.

If no location indicator assigned, insert ZZZZ and specify in item 18 the name of the location.

Total Elapsed Time

INSERT The total estimated elapsed time from take-off to arrive over the destination aerodrome.

Alternate Location

INSERT The ICAO 4 letter location indicator of not more than two alternate aerodromes.

If no location indicator assigned to one or both alternate aerodromes, insert ZZZZ and specify in item 18 the name of the location.

Refer CAR 91 for Vanuatu alternate requirements.

ITEM 18: OTHER INFORMATION

INSERT **0** if no other information,

OR any other necessary information in the preferred sequence below, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded;

EET/ Significant points or FIR boundary designators, and the accumulated estimated elapsed times to such points or boundaries.
Example: EET/SCOTT0013 STUDA0034 TAMIG0105 IGEVO0138 NZZO0138 etc.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO location indicator for that aerodrome. The revised route is subject to reclearance in flight.
Example: RIF/ AA R582 NCRG

REG/ The registration marking of the aircraft, if different from the Callsign.

SEL/ SELCAL code.

OPR/ Name of the operator, if not obvious from the aircraft identification.

STS/ Reason for special handling by ATS, e.g.
STS/HOSP ambulance flight
STS/MERCY mercy flight
STS/POLICE
STS/SAR
STS/VIP
STS/CD Civil Defence
STS/ONE ENG INOP one engine inoperative
STS/PHOT photography
STS/T1A IFR training

TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted into item 9.

PER/ Aircraft performance data when so prescribed by the appropriate ATS authority.

COM/ Any deviation from minimum COM requirements.

DAT/ Significant data related to data link capability, e.g.
DAT/S for satellite data link
DAT/H for HF data link
DAT/V for VHF data link
DAT/M for SSR Mode S data link

NAV/ Significant data related to navigation equipment as required by the appropriate ATS authority.

DEP/ Name of departure aerodrome if ZZZZ is inserted in item 13.

DEST/ Name of destination aerodrome if ZZZZ is inserted in item 16.

ALTN/ Name of alternate aerodrome(s) if ZZZZ is inserted in item 16.

RALT/ Name of enroute alternate aerodrome(s).

CODE/ Aircraft address, expressed in the form of an alphanumeric code of six hexadecimal characters, when required by the appropriate ATS authority.

RMK/ Any other plain language remarks.

ITEM 19: SUPPLEMENTARY INFORMATION

Endurance

After **E/** INSERT a 4 figure group giving the fuel endurance in hours and minutes.

Persons on Board

After **P/** INSERT the total number of persons (passengers and crew) on board.
Insert **TBN** if not known at time of filing.

Emergency and Survival Equipment

R/ **(Radio)**
CROSS OUT U if UHF on frequency 243.0 MHz is NOT available.
CROSS OUT V if VHF on frequency 121.5 MHz is NOT available.
CROSS OUT E if emergency location beacon — aircraft (ELBA) is NOT available.

S/ **(Survival Equipment)**
CROSS OUT all indicators if survival equipment is NOT carried.
CROSS OUT P if polar survival equipment is NOT carried.
CROSS OUT D if desert survival equipment is NOT carried.
CROSS OUT M if maritime survival equipment is NOT carried.
CROSS OUT J if jungle survival equipment is NOT carried.

J/ **(Jackets)**
CROSS OUT all indicators if life jackets are NOT carried.
CROSS OUT L if life jackets are NOT equipped with lights.
CROSS OUT F if life jackets are NOT equipped with fluorescein.
CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ **(Dinghies)**
CROSS OUT indicators D and C if no dinghies carried; or
INSERT number of dinghies carried; and
INSERT total capacity, in persons, of all dinghies carried; and
CROSS OUT C if dinghies are NOT covered; and
INSERT colour of dinghies if carried.

A/ **(Aircraft colour and markings)**
INSERT colour of aircraft and significant markings.

N/ **(Remarks)**
CROSS OUT indicator N if no remarks; or
INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

C/ **(Pilot)**
INSERT name of pilot-in-command.

Filed by

INSERT name of unit, agency or person filing the flight plan.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 ADDRESSING FLIGHT PLANS

1.1 General

1.1.1 As noted in ENR 1.10, all flight plans should be submitted to the appropriate ATS unit using e-mail, telephone or fax.

1.1.2 The ATS unit will address all flight plan messages.

1.1.3 Flight movement messages relating to traffic into or via the Port Vila Sector of the Nadi FIR should be addressed in accordance with Table ENR 1.11-1 to ensure correct relay and delivery. Flight movement messages in this context comprise flight plan messages, related amendment messages, and flight plan cancellation messages (in accordance with ICAO PANS-RAC, Doc 4444, Part 11.4.2).

Table ENR 1.11-1
Addresses of Flight Plans

Category of Flight (IFR, VFR, or both)	Route (into or via FIR and/or TMA)	Message Address
1	2	3
All flights	into Port Vila TMA	NVVVZTZX

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1 INTERCEPTION PROCEDURES

1.1 General

1.1.1 The following procedures and visual signals apply in the event of the interception of an aircraft over the territory and territorial waters of Vanuatu. This does not include intercept and escort provided, on request, to aircraft in distress.

1.1.2 An aircraft that is intercepted by another aircraft must immediately:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals detailed in:

   (i) Table ENR 1.12-1 *Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft*; and

(b) notify, if possible, the appropriate ATS unit;

(c) attempt to establish radio communication with the intercepting aircraft, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight.

1.1.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft must request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.1.4 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft must request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

Table ENR 1.12-1
Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT Rocking aircraft and flashing navigational lights at irregular intervals from a position slightly above and ahead of, and normally to the left of, the intercepted aeroplane (or to the right of an intercepted helicopter) and, after acknowledgement, a slow level turn, normally to the left, in the case of an aeroplane (or to the right in the case of a helicopter) on to the desired heading. **Note 1:** Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1. **Note 2:** If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.	You have been intercepted. Follow me.	DAY or NIGHT Rocking aircraft, flashing navigational lights at irregular intervals and following. **Note:** Additional action required to be taken by intercepted aircraft is prescribed in Series 4, 5, and 6.	Understood, will comply.
2	DAY or NIGHT An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT Lowering landing gear (if fitted), showing steady landing lights and overflying runway-in-use or, if the intercepted aircraft is a helicopter, landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming in to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT Lowering landing gear, (if fitted), showing steady landing lights, and following the intercepting aircraft and, if, after overflying the runway-in-use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT Raising landing gear (if fitted) and flashing landing lights while passing over runway-in-use or helicopter landing area at a height exceeding 1000ft but not exceeding 2000ft above the aerodrome level, and continuing to circle the runway-in-use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT Irregular flashing of all available lights.	In distress.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.

ENR 1.13 UNLAWFUL INTERFERENCE

1 ACTIONS AND PROCEDURES

1.1 General

1.1.1 The pilot of an aircraft subject to unlawful interference or the threat of unlawful interference must endeavour to advise ATS of the fact, together with details of any subsequent deviation from the current flight plan, and any other significant factors affecting the operation. This will enable ATS to give priority to the aircraft and alert organisations likely to be involved.

1.2 Procedures

1.2.1 The following procedures should be followed:

(a) advise ATS of details in plain language if possible;

(b) if use of radio is restricted, insert the phrase “CHANNEL SEVEN FIVE ZERO ZERO” into any RTF transmission after the aircraft’s callsign, if it is safe and practicable to do so;

(c) make a request for abnormal fuel requirement e.g. “Request 8000 tons of fuel on arrival”;

(d) upon landing the aircraft will taxi in with flaps down.

1.2.2 If the aircraft is not subject to unlawful interference, the pilot should respond accordingly.

1.2.3 If ATS personnel recognise any indication of unlawful interference to an aircraft, they will promptly action any requests originating from the aircraft. Information pertinent to the safe conduct of the flight will continue to be transmitted by ATS, and appropriate action taken to expedite the conduct of the flight.

ENR 1.14 AIR TRAFFIC INCIDENTS

1 REPORTING OF AIR TRAFFIC INCIDENTS

1.1 General

1.1.1 CAR Part 12, Accident, Incidents, and Statistics, includes reporting requirements for accidents and incidents including airspace incidents.

1.2 Purpose

1.2.1 The objective of Part 12 is to ensure that the CAAV receives information about accidents and incidents that can be analysed to identify any necessary corrective actions with an overall objective of improving aviation safety.

1.3 Definition

1.3.1 CAR Part 12 defines an airspace incident as an incident involving deviation from, or shortcomings of, the procedures and rules for avoiding collisions between:

(a) aircraft; or

(b) aircraft and other obstacles when an aircraft is being provided with an ATS.

1.4 Applicability

1.4.1 The following are required to notify the CAAV of any airspace incident as soon as practicable:

(a) each holder of a certificate issued under CAR Part 172, Air Traffic Service Organisations — Certification, if the certificate holder is involved in the incident;

(b) any person involved in the incident who is not employed by a certificate holder and operates, maintains, services, or does any other act in respect of any aircraft, aeronautical product, or aviation related service; and

(c) the pilot-in-command of an aircraft that is involved in the incident.

1.5 Information Required

1.5.1 Whenever possible an initial report of an airspace incident or bird incident should be transmitted to the ATS unit or to the air/ground station with which the aircraft is in communication at the time. Such reports are to contain the following information as applicable:

(a) type of incident, e.g. near collision/bird strike; and

(b) registration of aircraft making the report; and

(c) position, heading or route, true airspeed or Mach number; and

(d) flight level, altitude or height and aircraft attitude; and

(e) IMC or VMC; and

(f) time of incident; and

(g) description of other aircraft if applicable; and

(h) brief details of incident including, when appropriate, sighting distance and miss distance.

1.6 Notifying

1.6.1 The pilot must notify airspace and bird incidents to the CAAV as soon as practicable. The quickest way of doing this is to alert ATS, who will pass on the notification to the CAAV. Alternatively the CAAV can be contacted directly by telephone or fax. The aircraft registration must be included in any message.

CAAV	Tel 678–23301/22819	Fax 678–23783
ATS Port Vila	Tel 678–24740	Fax 678–24459
ATS Santo	Tel 678–37709	Fax 678–36700

1.7 Detailing

1.7.1 Once an airspace or bird incident has been notified, the pilot has 10 days to supply details on Occurrence Report CAAV005A (refer to Table ENR 1.14-1) or Bird Strike Notification Form CAAV005B (refer to Table ENR 1.14-2):

(a) to confirm an initial report made by radio; or

(b) to make an initial report on an incident if it had not been possible to report it by radio.

1.7.2 The ATS unit receiving the report is responsible for advising other ATS units and/or pilots involved.

1.7.3 The pilot should send the report to:

CAAV PMB 9068 Port Vila Vanuatu

2 FACILITY MALFUNCTION REPORTING

2.1 Purpose

2.1.1 The reporting of facility malfunctions is an important component of aviation safety. To be effective, malfunction reports must be prompt and the co-operation of all parties is necessary. To allow the investigation of all incidents, all relevant details must be provided as quickly as possible.

2.2 Reporting

2.2.1 The pilot of an aircraft operating under IFR must, after observing a malfunction of any aeronautical telecommunications facility:

(a) pass brief details of the malfunction to the ATS unit or air–ground station with which the aircraft is in communication at the time; and

(b) immediately after landing phone ATS Port Vila or ATS Santo and provide full details of the event.

2.3 Information Required

2.3.1 ATS will require the following information that will be reported to the CAAV:

(a) aircraft type;

(b) aircraft registration and, if possible, flight number;

(c) name of pilot;

(d) name of operator;

(e) aircraft position and altitude;

(f) phase of flight;

(g) facility affected;

(h) brief details of the malfunction; and

(i) effect on flight.

Figure ENR 1.14-1
Occurrence Report — CAAV 005A

OCC NO. |___.___/___.___.___.___| FILE NO. |___.___/ SAI /___.___.___.___|

Occurrence Report** – CAAV005* ***email to: civav@vanuatu.com.vu

Complete shaded areas only where applicable. If faxing this form send to (678)-23783

Date of occurrence ______ Time ______ ☐ ST ☐ DT ☐ UTC Location ______

Aircraft manufacturer and model ______ Aircraft registration **YJ -** ______

Operator ______ Client ID ______

POB ______ Number of injuries - Fatal ______ Crew ______ Pax ______ Serious ______ Crew ______ Pax ______ Minor ______ Crew ______ Pax ______

Operational Details

Flight No./Call sign ______ Altitude ______ ☐ AGL ☐ ASL ☐ FTL Runway used ______

Departure point ______ Destination point ______ Nearest reporting point (NRP) ______

Distance and bearing from NRP ______ NM ______ ° ☐ VFR ☐ IFR ☐ VMC ☐ IMC

Nature of flight ☐ **scheduled** **OR** ☐ **non-scheduled** ☐ **domestic** **OR** ☐ **international** ☐ **ETOPS**

☐ Passenger A to A	☐ Passenger A to B	☐ Freight only
☐ Agricultural	☐ Other aerial work	☐ Business/executive
☐ Training dual	☐ Training solo	☐ Test or ferry/position
☐ Private other	☐ Parachuting	☐ Air ambulance
☐ Other (specify) ______		

Flight phase

☐ parked	☐ taxiing	☐ takeoff
☐ climb	☐ hover	☐ cruise
☐ circuit	☐ aerobatics	☐ holding
☐ descent	☐ approach	☐ landing

Effect on flight
If weather is a significant factor include in description of occurrence

☐ Nil	☐ Flight delayed/cancelled	☐ Aborted takeoff
☐ Failure to get airborne	☐ Emerg/precaution descent	☐ Emerg/precaution ldg
☐ Go-around/missed app	☐ Abnormal approach	☐ Diversion
☐ Turnback	☐ Engine(s) shutdown	☐ Sig loss of control/perform
☐ Avoiding action	☐ Overweight landing	☐ Abnormal landing
☐ Runway excursion	☐ Other (specify) ______	

Description of Occurrence

______

Pilot in command's name ______ Licence Number ______

Pilot flight hours in last 90 days ______ Flight hours on type ______ Total flight hours ______

Last checked ☐ IFR ☐ BFR ☐ 6 month flight competency By - name ______

Date checked ______ Check pilot's ID ______

OCC NO. |___.___/___.___.___.___| FILE NO. |___.___/ SAI /___.___.___.___|

Type of Occurrence

Accident/incident
- [ ] Collision/strike object
- [ ] Engine power loss
- [ ] Fire/explosion/fumes
- [ ] Injuries to persons
- [ ] Pax/cargo related occurrence
- [ ] Emergency declaration
- [ ] Component/system failure malfunction
- [ ] Damage to aircraft
- [ ] Fuel/fluids occurrence
- [ ] Failure of emergency equip/procedures
- [ ] Valid warning/alert system
- [ ] Other (specify)
- [ ] Loss of control
- [ ] Airframe failure
- [ ] Flight crew illness/incapacitation
- [ ] Evacuation
- [ ] Invalid warning/alert system

Airspace incident

Airspace ID – eg AA / TMA/C
- [ ] Near collision
- [ ] Unauthorised airspace incursion
- [ ] Clearance/instruction deficiency
- [ ] Loss of separation
- [ ] Breach of other clearance
- [ ] Flight information deficiency
- [ ] Unauthorised altitude penetration
- [ ] Pilot flight planning deficiency
- [ ] Other (specify)

TCAS alert [ ] RA [ ] TA [ ] Intruder relative alt in feet Relative position o'clock

Facility malfunction

Facility ID Name Facility Type
- [ ] Failure/non availability
- [ ] Excessive bends/roughness
- [ ] Readability deficiency
- [ ] Coverage/intensity deficiency
- [ ] False overhead/distance indication
- [ ] Interference
- [ ] Alignment/course deficiency
- [ ] Identification deficiency
- [ ] Other (specify)

Aerodrome Occ.
- [ ] Physical surface deficiency
- [ ] Physical obstruction
- [ ] Public protection deficiency
- [ ] Surface marking deficiency
- [ ] Equipment/installation deficiency
- [ ] Other (specify)
- [ ] Wildlife incursion
- [ ] Apron management deficiency

Dangerous goods
- [ ] Spillage/leakage
- [ ] Other (specify)
- [ ] Fumes/gas/smoke/fire
- [ ] Mis/non-declaration

Bird hazard

[ ] Strike [ ] Near strike Species [ ] Small [ ] Medium [ ] Large

Number seen [ ] 1 [ ] 2-10 [ ] 11-100 [ ] 100+ Number hit [ ] 1 [ ] 2-10 [ ] 11-100 [ ] 100+

Aircraft Defect/ Engineering Details Major component/system affected

ATA Code Part defective

Manufacturer Model

Part number Serial number

TTIS Hours Cycles TSO Hours Cycles TSI Hours Cycles

Detection phase [ ] Unscheduled OR [ ] Scheduled maintenance Manufacturer advised [ ] Yes [ ] No

Compliance with [ ] AD [ ] SB Specify reference

Maintenance organisation Client ID Telephone

Aircraft damage level [ ] Destroyed [ ] Substantial [ ] Minor [ ] Other (specify)

Aircraft disposal [ ] Write-off [ ] Repair [ ] Unknown [ ] Other (specify)

Engineering Description of Incident

Submitter's Details

Name Client ID Telephone Date

Attachments [ ] sketches [ ] reports [ ] photographs [ ] Others (specify)

Submitters investigation [ ] Open OR [ ] Closed Submitters reference number

OCC NO. |___.___/___.___.___.___| FILE NO. |___.___/ SAI /___.___.___.___|

Investigation Report

Complete shaded areas only where applicable

This section of the form is intended to be completed by the reporter or reporter's organisation at the conclusion of their internal investigation. It may be submitted separately to the Occurrence Report. For further assistance with this section refer to CAR Part 12 Advisory Circular.

Date of occurrence Time ☐ ST ☐ DT ☐ UTC Location

Aircraft manufacturer and model Aircraft registration **YJ -**

Finding attributed to : name Client ID

Aviation document Rule ref Manual reference

☐ Non-compliance ☐ Non-conformance ☐ Observation ☐ Safety related concern ☐ Critical ☐ Major ☐ Minor

Description

Cause

Person/organisation Category Item

Clients Closing Action

Completion date

☐ Estimated OR ☐ Actual cost of occurrence and corrective action $Vatu

Reporters Details

Name Position

Organisation Client ID

Date Telephone Reporters ref number

Figure ENR 1.14-2
Bird Strike Notification Form CAAV 005B

***Civil Aviation Authority** Republic of Vanuatu* OCC NO. |_|_|_|_|_|_|_| FILE NO. |_|_|_| SAI |_|_|_|

The completed form should be emailed to: civav@vanuatu.com.vu alan.churchill@vli.aero cc to: htj@vli.aero dmiles@vli.aero or fax: 23783

Bird Incident Notification – *CAAV 005B - Fill shaded areas*

Operational details:

Date of incident: **Time of Incident:** **UTC** **Local**

A/C Reg: **Operator:** **Flight No./Call sign:**

Location of incident: **Nearest airport at time of incident:**

Distance & bearing from NRP NM Altitude: AGL ☐

Runway used: **Flight Phase:** ☐ T/O ☐ Climb ☐ Cruise ☐ Approach

☐ Landing ☐ Other *(Specify)*

Bird Incident Details

Bird Hazard: ☐ Strike ☐ Near Strike **Bird species:** ☐ small ☐ medium ☐ large

Number seen: ☐ 1 ☐ 2-10 ☐ 11-100 ☐ 100+ **Number Hit:** ☐ 1 ☐ 2-10 ☐ 11-100 ☐ 100+

Aircraft parts(s) (for strikes only) **Struck damaged:** (insert – X)

☐ Nil ☐ windscreen ☐ Engine ☐ Propeller ☐ wing ☐ rotor ☐ fuselage ☐ undercarriage

☐ Tail ☐ unknown ☐ other - specify:

Effect(s) on flight: ☐ nil ☐ avoiding action ☐ aborted T/O ☐ go-around ☐ missed approach

☐ Engine(s) shutdown ☐ abnormal landing ☐ other - specify:

Description of Incident

Submitter's Details

Name : Organization :

Date : Telephone : Fax : Email :

Form: CAAV 005B - Issue 1 January 2006

AIRPORTS
VANUATU

ENR 1.15 EMERGENCY PROCEDURES

1 DISTRESS

1.1 Definition

1.1.1 Distress is defined as a condition of being threatened by serious and/or imminent danger and requiring immediate assistance.

1.2 Transmission of MAYDAY Message

1.2.1 The pilot of an aircraft in distress must transmit on the air–ground frequency in use at the time of the distress the distress signal MAYDAY (preferably spoken three times), followed by the distress message.

PINK

1.2.2 If on an unattended frequency and it is considered that better assistance can be provided by transferring to another frequency the pilot should do so, after broadcasting this intention on the original frequency.

1.3 Content of MAYDAY Message

PINK

1.3.1 The distress message should consist of as many of the following elements spoken distinctly and if possible, in the following order:

(a) name of station addressed (time and circumstances permitting);

(b) identification of the aircraft;

PINK

(c) nature of the distress condition;

(d) intention of the pilot; and

(e) present position, level (FL or altitude), and heading.

PINK

1.3.2 The transmission of an accurate aircraft position may be critical to any subsequent search and/or rescue action.

2 URGENCY

2.1 Definition

2.1.1 Urgency is defined as a condition concerning the safety of an aircraft, or of some person on board or within sight, but which does not require immediate assistance.

2.2 Transmission of PAN PAN Message

2.2.1 The pilot of an aircraft reporting an urgency condition must transmit on the air-ground frequency in use at the time the urgency signal PAN PAN (preferably spoken three times), followed by the urgency message.

2.3 Content of PAN PAN Message

2.3.1 The urgency message should consist of as many of the following elements spoken distinctly and if possible, in the following order:

(a) name of station addressed;

(b) identification of the aircraft;

(c) nature of the urgency condition;

(d) intention of the pilot;

(e) present position, level (FL or altitude), and heading; and

(f) any other useful information.

3 COMMUNICATION FAILURE — PORT VILA SECTOR OF THE NADI FIR

3.1 ATS Communication Failure

3.1.1 In the event of communication failure from ATS refer to page ENR 1.15-3 Section 3.3.

PINK PINK PINK PINK

3.2 Aircraft Communication Failure — General

3.2.1 In the event of an apparent aircraft communication failure, the pilot of the aircraft should adopt the following procedures:

(a) maintain terrain clearance throughout all procedures; and

(b) try alternate then secondary published ATS frequencies; and

(c) check aircraft communications equipment; and

(d) transmit position reports and intentions, assuming the aircraft transmitter is operating, and prefixing all transmissions with “TRANSMITTING BLIND”; and

(e) turn on landing lights, beacons, and strobe lighting; and

(f) if a mobile phone is available in the aircraft, attempt to establish telephone communications with:

(i)	Nadi ACC	—	679 672 0951; or
(ii)	Port Vila Tower	—	678 24740; or
(iii)	Santo Tower	—	678 37709.

3.3 Procedure — Port Vila Sector of the Nadi FIR

3.3.1 In the event of a communication failure with ATS when in the Port Vila Sector of the Nadi FIR, pilots should:

(a) listen out on the inter–pilot frequency of 123.45 MHz; and

(b) precede each position report with the phrase “TRANSMITTING BLIND”; and

(c) maintain the last assigned speed and level for a period of 20 minutes following the aircraft’s failure to report position over a compulsory reporting point; and

(d) thereafter adjust level and speed in accordance with the filed flight plan; and

(e) proceed in accordance with the current cleared route to the destination aerodrome; and

(f) on reaching destination comply with the loss of COM procedures published by Vanuatu for operations within its domestic airspace.

PINK PINK PINK PINK

3.4 IFR Communications Failure — VMC and Certain of Maintaining VMC

3.4.1 If the pilot of the aircraft is in VMC and is certain of maintaining VMC:

(a) remain in VMC and proceed to a suitable aerodrome and land; and

(b) report arrival by the most expeditious means to the appropriate ATS unit.

3.5 IFR Communications Failure — IMC or Uncertain of Maintaining VMC

3.5.1 The initial and subsequent actions of the pilot of an aircraft in IMC or uncertain of being able to maintain VMC will depend on the latest information available on the:

(a) destination aids:

(b) air traffic/airspace procedures; and

(c) meteorological conditions enroute and at the destination.

3.5.2 The provision of ATC to other flights will be based on the assumption that the pilot of an aircraft with communications difficulties will, unless strong reasons dictate otherwise, follow the appropriate procedures specified in paragraph 3.2.1.

3.5.3 The pilot should proceed in accordance with the current flight plan as confirmed by the last acknowledged ATC clearance. ATC will assume that the aircraft will climb to the:

(a) flight planned level; or

(b) last level requested by the pilot and acknowledged by ATC.

Departure — Level Restriction

3.5.4 The pilot of an IFR aircraft that experiences communications failure on departure should:

(a) maintain the last assigned level(s) to the points specified, then climb to maintain the level(s) in the current flight plan; or

(b) if no points are specified, maintain the last assigned level, or minimum flight altitude if higher, for five minutes, then climb to maintain the level(s) specified in the current flight plan.

PINK PINK PINK PINK

Arrival

3.5.5 On arrival, the pilot of an IFR aircraft experiencing communications failure should:

(a) track to the destination aid/fix, or if none specified by ATC, the selected aid/fix for the known or forecast RWY; and

(b) commence descent in accordance with:

(i) the last acknowledged ATC clearance; or

(ii) if not received; standard operating procedures; or

(iii) as flight planned.

(c) to the initial approach altitude for the published approach procedure.

PINK PINK PINK PINK

At or Within 25NM from Destination

3.5.6 At or within 25NM from destination, the pilot of an IFR aircraft experiencing communications failure should:

(a) arrive over the destination/selected aid/fix at the last designated level at or as near as possible to the expected approach time given by ATC, and commence approach; or

(b) if too high, descend in the aid/fix holding pattern to a level convenient for approach; or

(c) if on initial approach at the time of the communications failure but not cleared for the approach, continue via the procedure and maintain the last assigned level until established on final approach track, then commence approach; or

(d) if too high:

(i) if a holding pattern is established on the final approach track, descend in the holding pattern to a level convenient for approach; or

(ii) if no holding pattern is established, carry out missed approach and position for another approach, if specified diversion allows.

Diversion

3.5.7 If unable to achieve a landing following an approach, the pilot of an IFR aircraft that experiences communications failure should carry out a missed approach.

3.5.8 A second approach may be made if desired, provided a landing can be accomplished within 30 minutes of the expected approach time or the ETA, whichever is the latter. If this approach is unsuccessful, the aircraft must divert to the alternate aerodrome.

3.5.9 The pilot of an IFR aircraft that experiences communications failure while holding because of the closure of the destination aerodrome should hold until the divert time notified to ATC, and then depart for the alternate aerodrome.

3.6 VFR Communications Failure

3.6.1 In addition to following the general procedures detailed in 3.2.1, the pilot of an aircraft operating under VFR should:

(a) not enter controlled airspace, including control zones, unless complying with:

- (i) a clearance already received and acknowledged; or
- (ii) published COM failure procedures for that aerodrome; and

(b) divert to an unattended aerodrome and report arrival to ATS as soon as possible; and

(c) if unable to divert to an unattended aerodrome:

- (i) enter the control zone;
- (ii) approach the aerodrome side-on to the runway-in-use, and carry out a standard overhead circuit joining procedure; and
- (iii) contact ATS as soon as possible after landing.

PINK PINK PINK PINK

4 Speechless Technique Using Unmodulated Transmissions

4.1 General

4.1.1 When a pilot is able to communicate only by unmodulated transmissions (e.g. when the transmitter is operative but the microphone is unserviceable), the following technique will be employed by ATS:

(a) when an unmodulated transmission is heard, the ATS operator will request the pilot activate the transmitter three times; and

(b) if the pilot complies ATS will frame questions requiring "YES" or "NO" answers to determine if the aircraft:

(i) can continue visually; or

(ii) can execute an instrument approach, or has reached a nominated position.

4.1.2 This and any other information required will be obtained by requiring the pilot to use the following code:

(a)	"YES" or "ROGER"	activate transmitter once
(b)	"NO"	activate transmitter twice
(c)	"SAY AGAIN"	activate transmitter 3 times
(d)	"AT NOMINATED POSITION"	activate transmitter 4 times

4.1.3 When it is established that the pilot of the aircraft can receive transmissions, control will be exercised in the normal manner, except that frequency changes will not be requested unless there is no alternative.

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5 AERODROME EMERGENCIES

5.1 Aerodrome Emergency Plan

5.1.1 The object of an aerodrome emergency plan is to prepare an aerodrome to cope with an emergency occurring on, or in the vicinity of the aerodrome. The plan sets forth the procedures for coordinating the response of different aerodrome services and those agencies in the surrounding community that could be of assistance in an emergency.

5.1.2 Examples of the types of emergencies are:

(a) aircraft malfunctions;

(b) sabotage, including bomb threats;

(c) unlawfully seized aircraft;

(d) dangerous goods occurrences; and

(e) building fires and natural disasters.

5.1.3 An aerodrome emergency plan exists at all aerodromes that have regular air transport services by aircraft with 30 or more passenger seats i.e. Port Vila, Santo and Tanna aerodromes.

5.2 Procedures to Activate Aerodrome Emergency Services

5.2.1 The ATS unit on the aerodrome is responsible for alerting the emergency services, following a request from a pilot or when an aircraft is considered to be in any of the following emergency phases:

(a) Local Standby Phase: when an aircraft approaching the aerodrome is known, or is suspected, to have developed some defect, but trouble is not such as would normally prevent carrying out a safe landing. Declaration of the LOCAL STANDBY PHASE will bring all aerodrome-based emergency services to a state of readiness but in general, although off-aerodrome components are notified, they will remain at their posts.

(b) Full Emergency Phase: when an aircraft approaching the aerodrome is, or is suspected to be, in such trouble that there is danger of an accident. Declaration of a FULL EMERGENCY PHASE will bring all facilities, both on the aerodrome and in the city or community, such as medical and ambulance services, police and fire services, to a rendezvous point on the aerodrome. It will also alert the hospital to prepare for possible reception of injured, and for road traffic control to be instituted along the route between the city and the aerodrome to clear the way for emergency vehicles.

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(c) Aircraft Accident Phase: when an aircraft accident has occurred on or in the vicinity of the airport. Declaration of the AIRCRAFT ACCIDENT PHASE will bring all facilities into immediate action.

5.2.2 When an emergency occurs in flight and adequate communications exist, the pilot is responsible for advising the ATS unit accordingly and for nominating the desired state of readiness of the aerodrome emergency services. If adequate communications with the aircraft do not exist, the ATS unit will assess the situation and bring the aerodrome emergency services to the state of readiness considered appropriate.

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6 Traffic Information Broadcasts by Aircraft (TIBA)

6.1 General

6.1.1 TIBA are reports and information transmitted by pilots for the information of pilots of other aircraft in the vicinity following a significant disruption to air traffic or telecommunication services.

6.2 Degradation of the ATS system

6.2.1 Pilots will as far as practicable be advised by ATS when the level of available communication is being reduced.

6.2.2 ATS have procedures outlining their response to events that may eventuate in a loss of communication. If the event (such as an evacuation of ATS facilities) is covered by such procedures ATS will, with due regard to their own safety and the nature of the event, issue instructions to facilitate a smooth transition to either:

(a) Alternative communications; or

(b) A TIBA environment.

6.2.3 In the event that Port Vila ATS facility is evacuated Santo may provide FIS.

6.2.4 In the event that Santo ATS facility is evacuated Port Vila may provide FIS.

6.3 Introduction and Applicability of TIBA

6.3.1 TIBA will be introduced only when necessary and as a temporary measure. If circumstances permit, introduction of TIBA will be by NOTAM.

6.3.2 Pilots of aircraft should initiate TIBA when there is a complete failure of communication from ATS. The broadcast procedures should be applied in designated airspace where there is:

(a) a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or

(b) a temporary disruption of normal air traffic services.

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6.4 VHF RTF Frequency to be used for TIBA

6.4.1 Pilots are to follow frequency instructions issued by ATS. If not instructed by ATS and there is a complete ATS communication failure use company frequencies.

6.5 TIBA Listening Watch

6.5.1 A listening watch should be maintained on the TIBA frequency 10 minutes before entering TIBA airspace until leaving that airspace. For an aircraft taking off from an aerodrome located within the lateral limits of TIBA airspace, listening watch should start as soon as appropriate prior to or after take-off.

6.6 Timing of TIBA

6.6.1 A broadcast should be made:

(a) 10 minutes before entering TIBA airspace or, for a pilot taking off from an aerodrome located within the lateral limits of TIBA airspace, as soon as appropriate prior to or after take-off;

(b) 10 minutes prior to, and crossing any reporting point;

(c) at 10 minute intervals between reporting points;

(d) 10 minutes prior to crossing or joining an ATS route;

(e) where possible 2 to 5 minutes before a change in flight level or altitude;

(f) at the time of change in flight level or altitude;

(g) when reaching new flight level or altitude; and

(h) at any other other time considered necessary by the pilot.

6.7 Content of TIBA

6.7.1 The information to be broadcast in a TIBA is detailed in Table ENR 1.15-1.

6.8 Acknowledgement of TIBA

6.8.1 The broadcasts should not be acknowledged unless a potential collision risk is perceived.

6.9 Changes of Cruising Level Under TIBA

6.9.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or other valid operational reasons.

6.9.2 When cruising level changes are unavoidable, display all available aircraft lighting that would improve the visual detection of the aircraft while changing levels.

6.10 Collision Avoidance Under TIBA

6.10.1 If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the standard right-of-way provisions, the pilot should:

(a) unless an alternative manoeuvre appears more appropriate, immediately descend 300ft if above FL290, or 500ft if at or below FL290;

(b) display all available aircraft lighting that would improve the visual detection of the aircraft;

(c) as soon as possible, reply to the broadcast notifying action being taken on the appropriate TIBA frequency; and

(d) as soon as practicable, resume normal flight level / altitude, notifying the action on the appropriate TIBA frequency.

6.11 Normal Position Reporting Procedures Under TIBA

6.11.1 Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a TIBA.

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Table ENR 1.15-1
Information Required in TIBA

Content	Example
Normal broadcast	
ALL STATIONS (necessary to identify a traffic information broadcast)	*ALL STATIONS*
(callsign)	*FASTAIR 69*
FLIGHT LEVEL (number)	*FLIGHT LEVEL 310*
(or CLIMBING* TO FLIGHT LEVEL/ALTITUDE (number))	
(direction)	*SOUTHBOUND*
(ATS route) (or DIRECT FROM (position) TO (position))	*DIRECT AA TO CH VIA NP NS*
POSITION (position**) AT (time)	*POSITION NP AT 1431*
ESTIMATING	*ESTIMATING NS AT 1452*
(next reporting point, or the point of crossing or joining a designated ATS route) AT (time)	
(callsign)	*FASTAIR 69*
FLIGHT LEVEL/ALTITUDE (number)	*FLIGHT LEVEL 310*
(direction)	*SOUTHBOUND*
* This applies to an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace.	
** For broadcasts made when the aircraft is not near an ATS significant point, the position should be given as accurately as possible and in any case to the nearest 30 minutes of latitude and longitude.	

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Content	Example
2 – 5 minutes prior to changing altitude/flight level	
ALL STATIONS	*ALL STATIONS*
(callsign)	*FASTAIR 69*
(direction)	*SOUTHBOUND*
(ATS route) (or DIRECT FROM position) TO (position))	*DIRECT AA TO CH VIA NP NS*
LEAVING FLIGHT LEVEL/ALTITUDE (number)	*LEAVING FLIGHT LEVEL 310*
FOR FLIGHT LEVEL/ALTITUDE (number)	*FOR FLIGHT LEVEL 350*
AT (position and time)	*AT NP AT 1431*
At the time of a change in altitude/flight level	
ALL STATIONS	*ALL STATIONS*
(callsign)	*FASTAIR 69*
(direction)	*SOUTHBOUND*
(ATS route) (or DIRECT FROM (position) TO (position))	*DIRECT AA TO CH VIA NP NS*
LEAVING FLIGHT LEVEL/ALTITUDE (number)	*LEAVING FLIGHT LEVEL 310*
NOW FOR FLIGHT LEVEL/ALTITUDE (number)	*FOR FLIGHT LEVEL 350 NOW*
On reaching new altitude/flight level	
ALL STATIONS	*ALL STATIONS*
(callsign)	*FASTAIR 69*
MAINTAINING FLIGHT LEVEL/ALTITUDE (number) NOW	*MAINTAINING FLIGHT LEVEL 350 NOW*

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ENR 1.16 VFR OPERATIONS

1 GENERAL

1.1 Introduction

1.1.1 This section contains additional instructions, restrictions and warnings related to VFR operations in certain parts of Vanuatu.

1.2 Port Vila CTR/D

1.2.1 Before entering Port Vila CTR/D, pilots must listen out on the Tower frequency 120.7 MHz and broadcast their intentions.

1.2.2 The pilot of any powered aircraft with an airworthiness certificate operating under VFR in the control zone shall be:

(a) the holder of a current pilot licence; or

(b) authorised by the chief instructor of a pilot-training organization based on the aerodrome.

1.2.3 Flying training in the Port Vila INTL airport traffic circuit is subject to prior authorisation by Port Vila ATS.

1.2.4 The pilot of any powered aircraft must not conduct flight instruction in the aerodrome traffic circuit unless the aircraft is:

(a) operated by the holder of:

- (i) an air operator certificate issued under Civil Aviation Rules Part 119; or
- (ii) a foreign air operator certificate issued under Civil Aviation Rules Part 129; or

(b) engaged in IFR training or practice for the issue or extension of an instrument rating; or

(c) a multi-engined aircraft.

2 VFR Flight Operations

2.1 General

2.1.1 The standard VHF frequency used within 10NM and below 3000ft AGL of an unattended aerodrome is 119.10 MHz for pilots to broadcast their position, altitude and intentions on departure and arrival.

2.1.2 When operating in the vicinity of Santo airport the frequency of 118.10 MHz shall be used to communicate with Santo Flight Service and other traffic.

2.1.3 As Norsup, Walaha and Redcliff aerodromes are in close proximity to Santo, 118.10 MHz can be used for departure and arrival calls at these 3 aerodromes.

2.1.4 For all other aerodromes in non-controlled areas 119.10 MHz shall be used.

2.1.5 Pilots departing unattended aerodromes may obtain traffic information from Vila or Santo FIS as appropriate.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

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ENR 2.1 PORT VILA SECTOR — CTA, CTR, TMA

1 Port Vila Sector

1.1 General

1.1.1 The Port Vila Sector airspace comprises all the island territories of the Vanuatu archipelago and is part of the Nadi FIR.

1.1.2 The Port Vila Sector is limited in altitude from surface to FL245 during the hours of service of Port Vila or Santo ATS. Outside the hours of watch of Port Vila or Santo ATS the airspace reverts to Nadi ACC.

1.1.3 The horizontal limits (geographical coordinates) and vertical limits of the Port Vila Sector are contained in Table ENR 2.1-1.

Table ENR 2.1-1
Geographical Coordinates — Port Vila Sector

Name	Horizontal Limits	Vertical Limits
Port Vila Sector	S 14 00 E 163 00 S 13 00 E 164 50 S 13 00 E 170 30 S 21 00 E 170 30 S 14 00 E 163 00	Surface to FL245

2 CTA

2.1 General

2.1.1 The geographical coordinates of the Port Vila Control Area (CTA) are shown in Table ENR 2.1-2.

Table ENR 2.1-2
Geographical Coordinates — CTA

Name	Lateral Limits	Upper Lower Limits	Service Language	ATS Hours of Service	Callsign ATS Freq.
Port Vila CTA Class D	S 14 00 E 163 00 S 13 00 E 164 50 S 13 00 E 170 30 S 21 00 E 170 30 S 14 00 E 163 00	FL245 9500ft	Port Vila ATC English	HO	Port Vila Tower 120.7 5484 6553 8846

3 CTR

3.1 General

3.1.1 The geographical coordinates of the Port Vila Control Zone are shown in Table ENR 2.1-3.

Table ENR 2.1-3
Geographical Coordinates — CTR

Name	Lateral Limits	Upper Lower Limits	Service Language	ATS Hours of Service	Callsign ATS Freq.
Port Vila CTR Class D	Circle 20NM radius centred on Port Vila ARP S 17 42 00 E 168 19 12	3500ft Surface	Port Vila ATC English	HO	Port Vila Tower 120.7 5484 6553 8846

4 TMA

4.1 General

4.1.1 The geographical coordinates of the Port Vila Terminal Control Area (TMA) are shown in Table ENR 2.1-4.

Table ENR 2.1-4
Geographical Coordinates — TMA

Name	Lateral Limits	Upper Lower Limits	Service Language	ATS Hours of Service	Callsign ATS Freq.
Port Vila TMA Class D	Circle 50NM radius centred on Port Vila ARP S 17 42 00 E 168 19 12	9500ft 3500ft	Port Vila ATC English	HO	Port Vila Tower 120.7 5484 6553 8846

5 FLIGHT INFORMATION AREA

5.1 General

5.1.1 The geographical coordinates of the Port Vila Sector Flight Information Area are shown in Table ENR 2.1-5.

Table ENR 2.1-5
Geographical Coordinates — Flight Information Area

Name	Lateral Limits	Upper Lower Limits	Service Language	ATS Hours of Service	Callsign ATS Freq.
Port Vila Flight Information Area Class G	S 14 00 E 163 00 S 13 00 E 164 50 S 13 00 E 170 30 S 21 00 E 170 30 S 14 00 E 163 00 Excluding the airspace contained within the Port Vila CTA, TMA and CTR.	9500ft Surface	Port Vila ATC English	HO	Port Vila Tower 120.7 5484 6553 8846

5.1.2 During Flight Information Hours of Service, Port Vila Sector of the Nadi FIR's upper limit is FL245 and the Port Vila CTR, CTA and TMA are disestablished. Port Vila Sector will be Class G airspace.

ENR 2.2 OTHER REGULATED AIRSPACE

1 OTHER REGULATED AIRSPACE

1.1 General

1.1.1 There is no other regulated airspace in the Port Vila Sector of the Nadi FIR.

ENR 3 ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

1 LOWER ATS ROUTES

1.1 General

1.1.1 All lower ATS routes in the Port Vila Sector of the Nadi FIR are listed in Table ENR 3.1-1.

Table ENR 3.1-1
Lower ATS Routes

ROUTE DESIGNATOR NAME OF SIGNIFICANT POINTS		COORDINATES	TRACK (°M) DISTANCE (NM)	REMARKS
SON – VLI – WG				
SON NDB	▲	S15°30.4′ E167°13.0′		
HAMBI (HBI)	▲		⇩144°/⇧324° 65	
COWBOY (CB)	▲		⇩143°/⇧323° 30	47NM VLI DME (TMA Boundary)
VLI VOR	▲	S17°39′44″ E168°14′38″	⇩143°/⇧323° 47	
SEAHORSE (SHS)	▲		⇩141°/⇧321° 54	54NM VLI DME (TMA Boundary)
ERROMANGO (ERO)	▲		⇩140°/⇧320° 24	
WG NDB	▲	S19°27′40.32″ E169°13′28.63″	⇩140°/⇧320° 43	
VLI – PAAMA				
VLI VOR	▲	S17°39′44″ E168°14′38″		
POPCORN (PC)	▲		⇩348°/⇧168° 48	

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ENR 3.2 UPPER ATS ROUTES

1 UPPER ATS ROUTES IN THE PORT VILA SECTOR OF THE NADI FIR

1.1 General

1.1.1 Regional (International) ATS routes are defined by reporting points or waypoints, and are depicted on appropriate Enroute charts. Routes have been assigned a route designator which consists of a letter of the alphabet followed by a number from 1 to 999.

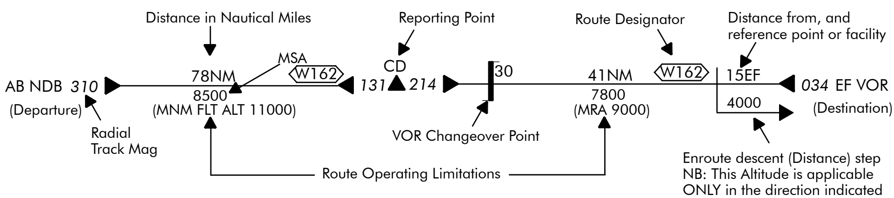
1.1.2 Letters L, M, N and P indicate routes which are area navigation (RNAV) routes, and letters A, B, G and R indicate routes which are not area navigation routes. In voice communications the letter of the designator is spoken in accordance with the ICAO spelling alphabet.

1.1.3 A detailed listing of all ATS routes established in the Port Vila Sector of the Nadi FIR is provided in the Enroute Chart and shown in Table ENR 3.2-1.

1.1.4 Reporting points and waypoints are each identified by a unique five letter pronounceable name assigned by ICAO. A list of all IFR reporting points and waypoints is provided in the Enroute Chart.

1.1.5 An example of how data is depicted is provided in Figure ENR 3.2-1.

Figure ENR 3.2-1
Example of ATS Route Data



2 ATS Route Specifications in the Port Vila Sector of the Nadi FIR

2.1 Route Specification

2.1.1 The following information, as applicable, is provided for all evaluated ATS routes:

(a) ATS route designator;

(b) radio facilities defining routes or used to determine reporting points;

(c) magnetic tracks, VOR radials and distances;

(d) minimum safe altitudes;

(e) DME or GNSS enroute descents;

(f) designated reporting points and waypoints;

(g) route operating limitations including minimum flight altitude;

(h) radio facility changeover points; and

(i) distances between NAVAIDS.

2.1.2 Route operation limitations may include a directional requirement for that route. This requirement must be adhered to for the entire route.

3 ATS Route Designators

3.1 Route Designation

3.1.1 All ATS routes within the Port Vila Sector of the Nadi FIR have ATS route designators. Designators consist of a numeric number from 1 to 999 preceded by a letter as follows:

Domestic routes:	2-way	1-way	Uncharted	Contingency
Conventional:	H	V	W	J
RNAV:	Q	Y	Z	T

3.1.2 The prefix U may be shown to indicate a high-level only route e.g. overflying a CTA.

3.1.3 The prefix K indicates routes available for use by helicopters only.

4 REPORTING POINTS

4.1 General

4.1.1 A list of all IFR reporting points is provided in Table ENR 3.2-1.

4.1.2 Designated reporting points are depicted as compulsory or non-compulsory on ENRC and AREA charts.

4.2 Exact Reporting points

4.2.1 Exact reporting points are those established over an NDB, VOR, or an approved broadcast station.

4.3 Non-exact Reporting Points

4.3.1 Non-exact reporting points are established:

(a) by the intersection of two or more bearings that intersect at an angle of not less than 45° obtained from an NDB, VOR, or an approved broadcast station; or

(b) by the combination of a bearing from an NDB, VOR, or an approved broadcast station and a distance from a DME provided that the DME is sited so that no ambiguity of position on the route is possible.

4.3.2 On an ENRC or AREA chart, when a DME distance from an off-track DME is depicted in relation to a non-exact reporting point, this information must only be used to check the accuracy of the position obtained by primary means.

5 ADHERENCE TO TRACK

5.1 General

5.1.1 Unless otherwise authorised or directed by ATC, flights must, so far as is practicable:

(a) when on a promulgated route, operate along the centreline of the route; or

(b) when on any other route, operate directly between the navigation facilities and/or points defining the route.

5.1.2 If an aircraft deviates from the centreline of a route or if the performance of the radio navigation facilities is such that accurate track keeping may not be possible, the pilot must immediately advise ATS.

5.1.3 Within controlled airspace, where an aircraft has been cleared off track by ATC, or the aircraft has deviated off track due to weather or radio navigation difficulties, the aircraft must regain track by making a standard 30° intercept. The aircraft should turn in the direction that covers the least track miles.

5.1.4 ATC may approve greater or lesser intercepts of track.

Table ENR 3.2-1
Upper ATS Routes

ROUTE DESIGNATOR NAME OF SIGNIFICANT POINTS		COORDINATES	TRACK (°M) DISTANCE (NM)	REMARKS
B452				
TAVER REP	▲	S15°00'00.00" E172°17'12.00"		
LEGOT REP	▲	S12°10'12.00" E166°13'18.00"	⇩283°/⇧105° 392	
B474				
MEPAB REP	▲	S21°22'48.00" E163°00'00.00"		
SON NDB	▲	S15°30.4' E167°13.0'	⇩023°/⇧202° 422	
ATRAS REP	▲	S09°48'48.00" E172°27'42.00"	⇩032°/⇧211° 458	
B580				
TAVER REP	▲	S15°00'00.00" E172°17'12.00"		
ELSAX REP	▲	S19°19'36.00" E168°37'00.00"	⇩207°/⇧027° 334	
B590				
KAPNO REP	▲	S11°19'42.00" E167°43'54.00"		
VLI VOR	▲	S17°39'44" E168°14'38"	⇩165°/⇧344° 380	
LEDIT REP	▲	S18°32'42.00" E167°50'12.00"	⇩192°/⇧012° 57	

ROUTE DESIGNATOR NAME OF SIGNIFICANT POINTS		COORDINATES	TRACK (°M) DISTANCE (NM)	REMARKS
B598				
NIPER REP	▲	S13°27'48.00" E163°57'36.00"		
VLI VOR	▲	S17°39'44" E168°14'38"	⇩125°/⇧303° 353	
BISUN REP	▲	S17°42'12.00" E170°30'00.00"	⇩079°/⇧258° 130	
R450				
AKNAK REP	▲	S13°13'12.00" E164°23'36.00"		
SON NDB	▲	S15°30.4' E167°13.0'	⇩121°/⇧299° 211	
R587				
VLI VOR	▲	S17°39'44" E168°14'38"		
MEPAB REP	▲	S21°22'48.00" E163°00'00.00"	⇩220°/⇧042° 371	
R599				
LEGOT REP	▲	S12°10'12.00" E166°13'18.00"		
SON NDB	▲	S15°30.4' E167°13.0'	⇩154°/⇧333° 207	
VLI VOR	▲	S17°39'44" E168°14'38"	⇩142°/⇧322° 142	
ELSAX REP	▲	S19°19'36.00" E168°37'00.00"	⇩156°/⇧335° 102	

ENR 3.3 AREA NAVIGATION ROUTES

1 AREA NAVIGATION ROUTES

1.1 General

1.1.1 No area navigation routes are published within the Port Vila Sector of the Nadi FIR.

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ENR 3.4 HELICOPTER ROUTES

1 HELICOPTER ROUTES

1.1 General

1.1.1 No helicopter routes are published within the Port Vila Sector of the Nadi FIR.

ENR 3.5 OTHER ROUTES

1 OTHER ROUTES

1.1 General

1.1.1 No other routes are published within the Port Vila Sector of the Nadi FIR.

ENR 3.6 ENROUTE HOLDING

1 ENROUTE HOLDING

1.1 General

1.1.1 No enroute holding procedures are published within the Port Vila Sector of the Nadi FIR.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

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ENR 4.1 RADIO NAVIGATION AIDS/SYSTEMS

1 RADIO NAVIGATION AIDS

1.1 List of Aids

1.1.1 Enroute radio navigation aids within the Port Vila Sector of the Nadi FIR are contained in Table GEN 4.1-1.

1.1.2 Unless otherwise noted, the hours of service for each station are H24 unless modified by NOTAM.

Table ENR 4.1-1
List of Radio Navigation Aids — Enroute

STATION NAME	AID	IDENT	FREQ/ CHANNEL	HOURS	COORDINATES	DME ELEV	REMARKS
PORT VILA	NDB	BA	361	H24	S17°41’33.08” E168°16’06.68”		No aux. power. Standby power is provided by battery backup (approx. 12 hours). Any interruption beyond 12 hours will be covered by the installation of a portable generator. Rated coverage 100NM.
	VOR	VLI	114.3		S17°39’44” E168°14’38”		Rated coverage 100NM
	DME	VLI	90		S17°39’44” E168°14’38”		Rated coverage 100NM
SANTO	NDB	SON	412	H24	S15°30’22.29” E167°12’59.62”		Rated coverage 100NM
	DME	SON	114.5		S15°30’23.83” E167°13’01.63”		Rated coverage 50NM
TANNA/ WHITE GRASS	NDB	WG	398		S19°27’40.32” E169°13’28.63”		Standby power portable generator

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

1 SPECIAL NAVIGATION SYSTEMS

1.1 General

1.1.1 There are no Special Navigation Systems used in the Port Vila Sector of the Nadi FIR.

ENR 4.3 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

1 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

1.1 General

1.1.1 Refer to Tables ENR 3.1-1 and ENR 3.2-1.

ENR 4.4 AERONAUTICAL GROUND LIGHTS — ENROUTE

1 AERONAUTICAL GROUND LIGHTS — ENROUTE

1.1 General

1.1.1 A list of the aeronautical ground lights — enroute is included in the Area Chart.

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1 SPECIAL USE AIRSPACE

1.1 General

1.1.1 All airspace in which a potential hazard to operations may exist and all areas over which the operation of civil aircraft may, for one reason or another be restricted either temporarily or permanently, are classified according to the following three types of area as defined by ICAO.

1.1.2 Airspace within Vanuatu's territorial limits, and airspace for which Vanuatu has accepted responsibility under international agreements is prescribed in ENR 2.1.

1.1.3 Special use airspace does not alter the classification, but is superimposed on such classes. Special rules airspace must be considered before airspace classification rules. For example, active restricted areas have precedence over controlled airspace where they overlap.

2 PROHIBITED AREA

2.1 Definition

2.1.1 An airspace of defined dimensions, above the land area or territorial waters of a state, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

2.1.2 There are **no** designated Prohibited Areas within the Port Vila Sector of the Nadi FIR.

3 RESTRICTED AREA

3.1 Definition

3.1.1 An airspace of defined dimensions, above the land area or territorial waters of a state, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace as a “restricted area” as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air and air traffic service practices or procedures (e.g. compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

3.1.2 There are **no** designated Restricted Areas within the Port Vila Sector of the Nadi FIR.

4 DANGER AREA

4.1 Definition

4.1.1 An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

4.1.2 Details of designated Danger Areas in the Port Vila Sector of the Nadi FIR are depicted on charts with the prefix **NV** designated **D** (followed by a number) and are shown in Table ENR 5.1-1.

5 Temporary Hazards

5.1 General

5.1.1 Occasionally, temporary special rules airspace such as restricted or danger areas may also be prescribed by AIP SUP or NOTAM when it is necessary to notify pilots of activity warranting such airspace. Pilots are reminded to obtain up-to-date information on temporary hazards by adequate pre-flight briefing whenever possible.

Table ENR 5.1-1
Designated Danger Areas

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Type of Restriction	Remarks
NVD1 Ambrym Circle 5NM radius centred on S 16 14 54.549 E 168 07 40.807 and S 16 15 33.912 E 168 06 10.998	6500ft SFC	Active volcanoes, Benbow and Marum	Occasional discharge of toxic fumes, and/or lava
NVD2 Lopevi Circle 5NM radius centred on S 16 30 28.090 E 168 20 31.540	7000ft SFC	Active volcano, Vanei Vollohulu	Occasional discharge of toxic fumes, and/or lava
NVD3 Tanna Circle 5NM radius centred on S 19 31 44.277 E 169 26 51.610	3500ft SFC	Active volcano, Yasur	Occasional discharge of toxic fumes, and/or lava
NVD4 Ambae Circle 5NM radius centred on S 15 23 21.692 E 167 49 43.790	7000ft SFC	Active volcano, Lombenben	Occasional discharge of toxic fumes, and/or lava
NVD5 Gaua Circle 5NM radius centred on S 14 16 55.128 E 167 30 58.840	5000ft SFC	Active volcano, Gaua	Occasional discharge of toxic fumes, and/or lava

DANGER AREA

NVD 1

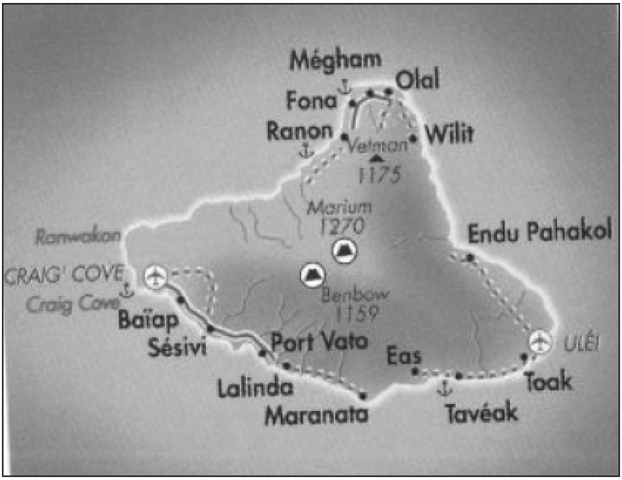
AMBRYM ISLAND

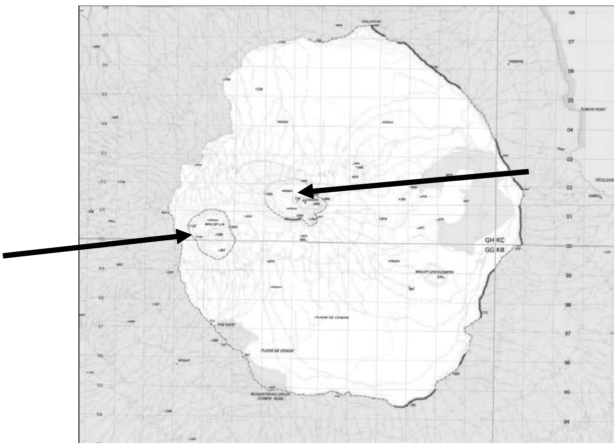
ACTIVE VOLCANOES — SFC – 6500ft

Circle 5NM radius centred on S 16 14 54.549 E 168 07 40.807

Circle 5NM radius centred on S 16 15 33.912 E 168 06 10.998

Occasional discharge of toxic fumes and/or lava





DANGER AREA

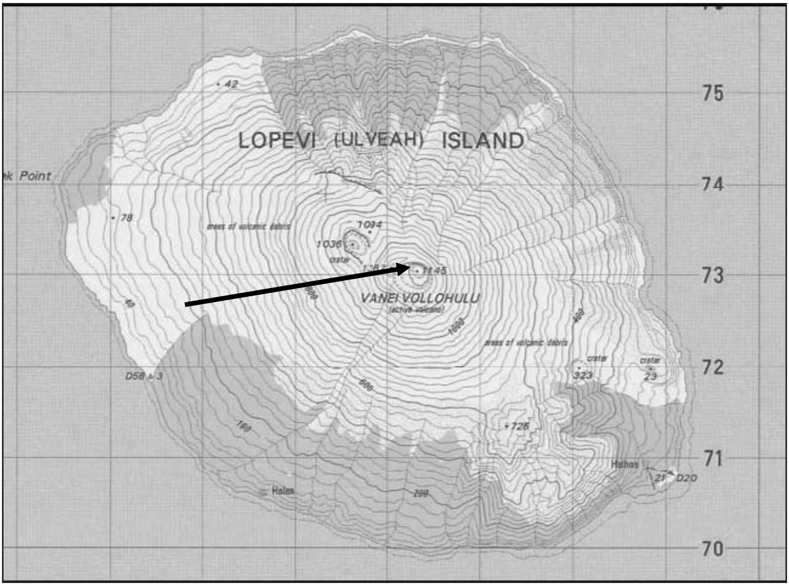
NVD 2

LOPEVI ISLAND

ACTIVE VOLCANO — SFC – 7000ft

Circle 5NM radius centred on S 16 30 28.090 E 168 20 31.540

Occasional discharge of toxic fumes and/or lava



DANGER AREA

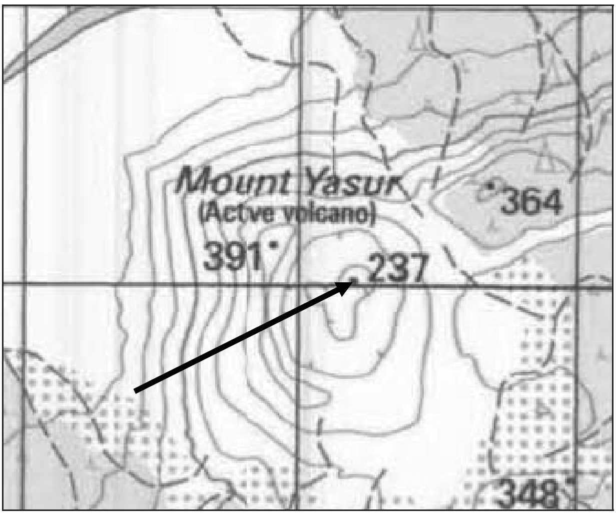
NVD 3

TANNA ISLAND

ACTIVE VOLCANO — SFC – 3500ft

Circle 5NM radius centred on S 19 31 44.277 E 169 26 51.610

Occasional discharge of toxic fumes and/or lava



DANGER AREA

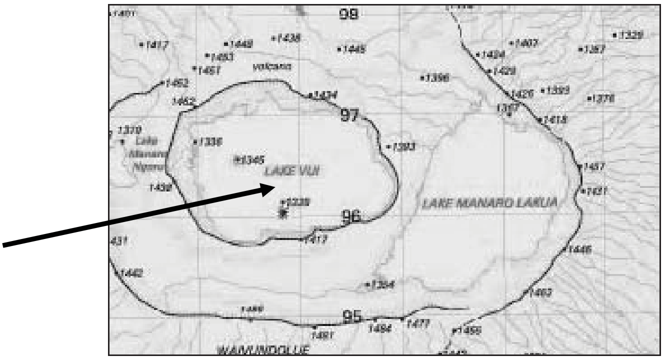
NVD 4

AMBAE ISLAND

ACTIVE VOLCANO — SFC – 7000ft

Circle 5NM radius centred on S 15 23 21.692 E 167 49 43.790

Occasional discharge of toxic fumes and/or lava



DANGER AREA

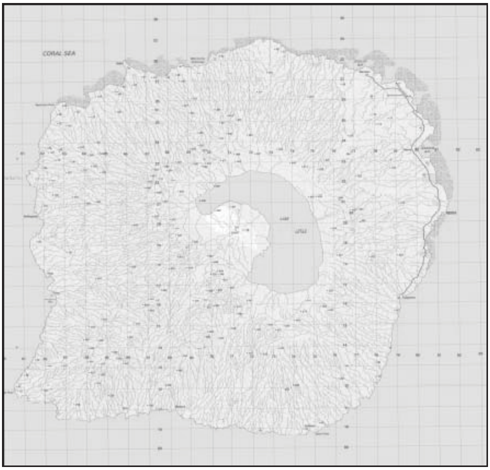
NVD 5

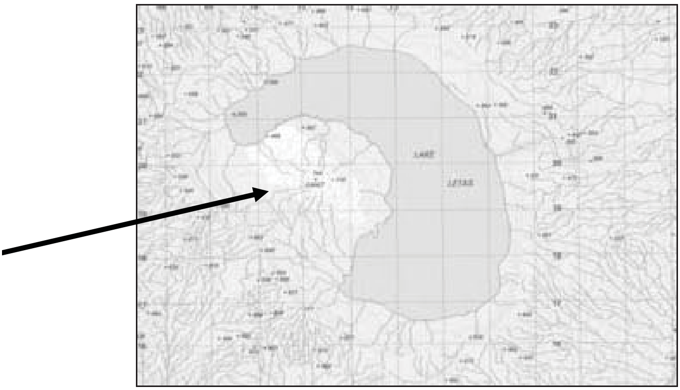
GAUA ISLAND

ACTIVE VOLCANO — SFC – 5000ft

Circle 5NM radius centred on S 14 16 55.128 E 167 30 58.840

Occasional discharge of toxic fumes and/or lava





ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1 MILITARY OPERATING AREAS

1.1 General

1.1.1 There are no military operating areas prescribed in the Port Vila Sector of the Nadi FIR.

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ENR 5.3 OTHER HAZARDOUS AIRSPACE

1 OTHER HAZARDOUS AIRSPACE

1.1 General

1.1.1 There is no other hazardous airspace in the Port Vila Sector of the Nadi FIR.

ENR 5.4 AIR NAVIGATION OBSTACLES — ENROUTE

1 ENROUTE AIR NAVIGATION OBSTACLES

1.1 General

1.1.1 There are no notified air navigation obstacles enroute within the Port Vila Sector of the Nadi FIR.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

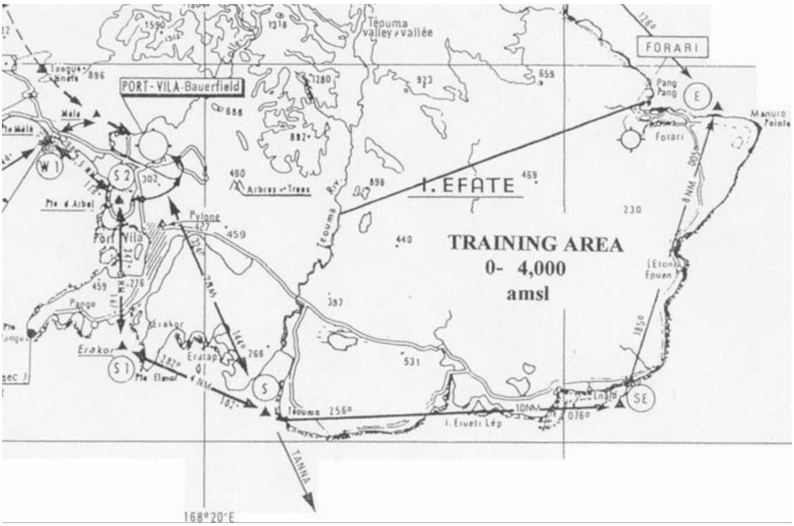
1 GENERAL AVIATION TRAINING AREA

1.1 Description

1.1.1 A local training area is established to the east of Port Vila/Bauerfield airport. The boundary follows the Teouma River to a point north of Canards (Duck Lake), eastwards to the coast just north of Forari and then via the coast to the Teouma River. Refer to Figure ENR 5.5-1. Vertical limits are from the surface to 4000ft AMSL.

1.1.2 Caution should be exercised to ensure VFR aircraft in the training area are clear of the runway centreline for aircraft using the VOR 29 approach, as the descent profile commences from 3400ft 6NM to the east of the Teouma River in the vicinity of Whitesands and crosses the river at approximately 1700ft.

Figure ENR 5.5-1
Local Training Area



ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1.1 General

1.1.1 There are no bird migration routes through Vanuatu; however, at certain times of the year Port Vila and Santo aerodromes are subject to large concentrations of Pacific Plovers settling on the runway.

1.1.2 Flying foxes may also cause a problem at times, especially at dusk when moving from trees and shrubs adjacent to the aerodrome.

ENR 6 ENROUTE CHARTS

ENR 6.1 ENROUTE CHARTS

1 ENROUTE CHARTS

1.1 General

1.1.1 For flights entirely within the Port Vila Sector of the Nadi FIR, refer to Enroute Charts 1 and 2 at the end of the AD Section.

1.1.2 For flights into the Nadi FIR, refer to the Enroute Chart — Nadi FIR.

AD 0.6 TABLE OF CONTENTS — AD

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The following sections are covered for each International Aerodrome

AD 2.1 AERODROME LOCATION INDICATOR AND NAME
AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
AD 2.3 OPERATIONAL HOURS
AD 2.4 HANDLING SERVICES AND FACILITIES
AD 2.5 PASSENGER FACILITIES
AD 2.6 RESCUE AND FIRE FIGHTING SERVICES
AD 2.7 SEASONAL AVAILABILITY — CLEARING
AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA
AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
AD 2.10 AERODROME OBSTACLES
AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS
AD 2.13 DECLARED DISTANCES
AD 2.14 APPROACH AND RUNWAY LIGHTING
AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY
AD 2.16 HELICOPTER LANDING AREA
AD 2.17 ATS AIRSPACE
AD 2.18 ATS COMMUNICATION FACILITIES
AD 2.19 RADIO NAVIGATION AND LANDING AIDS
AD 2.20 LOCAL TRAFFIC REGULATIONS
AD 2.21 NOISE ABATEMENT PROCEDURES
AD 2.22 FLIGHT PROCEDURES

Aerodromes

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AD 1 AERODROMES — INTRODUCTION

AD 1.1 AERODROMES AVAILABILITY

1 CONDITIONS FOR USE OF AERODROMES

1.1 Use of Aerodromes

General

1.1.1 CAR Part 91 (General Operating and Flight Rules) prescribes rules for:

(a) use of an aerodrome by any aircraft (CAR 91.127); and

(b) operating on and in the vicinity of an aerodrome (CAR 91.223); and

(c) operations at aerodromes with air traffic services (CAR 91.225).

1.1.2 CAR Part 139 (Aerodromes — certification, operation and use) prescribes:

(a) rules governing the certification and operation of aerodromes; and

(b) rules for security at certificated aerodromes; and

(c) rules for operators of aircraft using aerodromes.

1.1.3 The requirements for any person operating an aircraft using any place as an aerodrome are prescribed in CAR 139 Subpart E (Use of aerodromes).

Special Conditions

1.1.4 CAR Part 93 (Special Aerodrome Traffic Rules and Noise Abatement Procedures) prescribes:

(a) special rules for aerodrome traffic, in addition to the rules for aerodrome traffic prescribed in CAR Part 91; and

(b) exceptions from the rules for aerodrome traffic, prescribed in CAR Part 91; and

(c) aerodrome noise abatement procedures.

Availability of Use of Certificated Aerodromes

1.1.5 While most certificated aerodromes are available for public use by all aircraft within the limits of the operational conditions prescribed by the Director of Civil Aviation, there are exceptions. The availability of use of certificated aerodromes is summarised in Table AD 1.3-1. See Cautionary Note at the end of Table AD 1.3-1.

Availability of Use of Certificated Aerodromes

1.1.6 Non-certificated aerodromes are available for use by all aircraft within the limits of the operational conditions prescribed by the Director of Civil Aviation, with the exception of privately operated aerodromes where the prior approval of the owner/operator must be obtained. Contact details can be found on the operational data pages of each aerodrome in the AD 2 section of this publication. See Cautionary Note at the end of Table AD 1.3-1.

Airports of Entry

1.1.7 Except as otherwise authorised the following airports are designated airports of entry into Vanuatu:

(a) Port Vila, Efate;

(b) Santo, Santo; and

(c) Tanna, Tanna (with prior permission from the Chief Executive of Airports Vanuatu Limited and subject to prior arrangement with Customs, Immigration and Quarantine);

1.1.8 The use of those aerodromes open to public traffic:

(a) is subject to permission to enter and operate in Vanuatu; and

(b) may at any time be subject to certain restrictions or temporarily prohibited if air traffic conditions at the aerodrome or neighbouring airspace or reasons of public policy so warrant (these measures shall be notified by AIP Supplement or NOTAM).

1.1.9 Any of these aerodromes may be closed for reasons of safety. Details of such closure will be published in NOTAM or AIP Supplements.

1.1.10 The attention of pilots-in-command is drawn to the possibility of the runway surface and parking area at the majority of aerodromes becoming suddenly wet and slippery after periods of continuous heavy rain.

1.1.11 Due to the shortage of staff to maintain watch on the non-controlled aerodromes, it is difficult to maintain continuous information on the condition of the movement areas and the operational status of related facilities. Consequently, extreme caution is advised and the pilot-in-command assumes the responsibility for their use.

D

2 APPLICABLE ICAO DOCUMENTS

2.1 ICAO Documents

2.1.1 The following ICAO documents are applicable:

(a) Annex 14 Chapter 3 Aerodromes

(b) Doc 9137 Airports Services Manual

(c) Doc 7030 Regional Supplementary Procedures

(d) Doc 9673 Air Navigation Plan Asia and Pacific Region

3 CIVIL USE OF MILITARY AIRBASES

3.1 Military Airbases

3.1.1 There are no military airbases in Vanuatu.

4 CAT II/III OPERATIONS AT AERODROMES

4.1 General

4.1.1 There are no Cat II or III operations at aerodromes in Vanuatu.

5 FRICTION MEASUREMENT

5.1 Friction Measuring Devices

5.1.1 There is no requirement prescribed for the use of friction measuring devices in Vanuatu.

5.2 Level Below Which Runway Declared Slippery When Wet

5.2.1 While CAR 139.103(c) requires Part 139 Certificate holders to maintain the surface of paved runways in a condition so as to provide good friction characteristics and low rolling resistance, no level is set below which a runway is to be declared slippery when wet.

6 OTHER INFORMATION

6.1 General

6.1.1 Nil

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES (ARFFS)

1 RESCUE AND FIRE FIGHTING SERVICES

1.1 General

1.1.1 CAR Part 139 (Aerodromes — certification, operation and use) prescribes the category of rescue and fire fighting required at any certificated aerodrome. The categories are based on the rescue and fire fighting standards contained in ICAO Annex 14 Chapter 9.

1.1.2 The ARFFS category for international airports is included in sub-section AD 2.6 for each aerodrome. The ARFFS category for each domestic aerodrome that supports air transport operations is included on the operational data page included in AD 2 for each aerodrome. Short-term changes to information will be notified by NOTAM.

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AD 1.3 INDEX TO AERODROMES

1 INDEX OF AERODROMES

1.1 Aerodromes

1.1.1 Table AD 1.3 - 1 lists the aerodromes in Vanuatu.

Table AD 1.3 -1
Availability of Use of Aerodromes

Aerodrome name, location, location indicator	Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
	International –National (INTL/NTL)	IFR–VFR	S = Scheduled NS = Non scheduled P = Private	
ANEITYUM/Aneityum NVVA*	NTL	VFR	S, NS, P*	*written permission required
ANIWA/Aniwa NVVB*	NTL	VFR	S, NS, P	Nil
CRAIG COVE/Ambrym NVSF*	NTL	IFR/VFR	S, NS, P	Nil
DILLON'S BAY/Erromango NVVD*	NTL	VFR	S, NS, P*	*written permission required
EMAE/Emae NVSE*	NTL	VFR	S, NS, P	Nil
FUTUNA/Futuna NVVF*	NTL	IFR/VFR	S, NS, P*	*written permission required
GAUA/Gaua NVSQ*	NTL	VFR	S, NS, P	Nil
IPOTA/Erromango NVVI*	NTL	VFR	S, NS, P	Nil
LAJMOLI/Santo NVSZ*	NTL	VFR	S, NS, P	Nil
LAMAP/Malekula NVSL*	NTL	VFR	S, NS, P	Nil
LAMEN BAY/Epi NVSM*	NTL	VFR	S, NS, P	Nil
LONGANA/Ambae NVSG*	NTL	IFR/VFR	S, NS, P	Nil
LONORORE/Pentecost NVSO*	NTL	IFR/VFR	S, NS, P*	*written permission required

Aerodrome name, location, location indicator	Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
	International –National (INTL/NTL)	IFR–VFR	S = Scheduled NS = Non scheduled P = Private	
MAEWO/Maewo NVSN*	NTL	VFR	S, NS, P	Nil
MOTA LAVA/Mota Lava NVSA*	NTL	IFR/VFR	S, NS, P	Nil
NORSUP/Malekula NVSP*	NTL	IFR/VFR	S, NS, P	Nil
PAAMA/Paama NVSI*	NTL	VFR	S, NS, P*	*written permission required
PORT VILA, Efate NVVV	INTL/NTL	IFR/VFR	S, NS, P	NVVV AD - 2.1
QUOIN HILL/Efate NVVQ*	NTL	VFR	NS, P	Nil
REDCLIFF/Ambau NVSR*	NTL	VFR	S, NS, P	Nil
SANTO, Santo NVSS	INTL/NTL	IFR/VFR	S, NS, P	NVSS AD - 2.1
SARA/Pentecost NVSH*	NTL	VFR	S, NS, P	Nil
SOLA/Vanua Lava NVSC*	NTL	IFR/VFR	S, NS, P*	*written permission required
SOUTH WEST BAY/ Malekula NCSX*	NTL	VFR	S, NS, P*	*written permission required
TANNA, Tanna NVVW*	INTL/NTL	IFR/VFR	S, NS, P	NVVW AD - 2.1
TONGOA/Tongoa NVST*	NTL	VFR	S, NS, P*	*written permission required
TORRES/Torres NVSD*	NTL	VFR	S, NS, P	Nil
ULEI/Ambrym NVSU*	NTL	VFR	S, NS, P	Nil
VALESDIR/Epi NVSV*	NTL	VFR	S, NS, P	Nil
WALAHA/Ambae NVSW*	NTL	VFR	S, NS, P*	*written permission required

Cautionary Note

Outer island certificated and non-certificated aerodromes may not be effectively fenced to keep livestock from encroaching onto the landing areas. It is the responsibility of operators and pilots of non-scheduled and private flights to ascertain that landing areas are clear and in a safe condition before planning operations into these aerodromes.

AD 1.4 GROUPING OF AERODROMES

1 PRIMARY/MAJOR INTERNATIONAL AERODROMES

1.1 General

1.1.1 There are three primary/major international aerodromes in Vanuatu. They are:

(a) NVVV Port Vila;

(b) NVSS Santo; and

(c) NVVW Tanna.

2 SECONDARY AERODROMES

2.1 General

2.1.1 Aerodromes situated within the Republic of Vanuatu are divided into the following classes:

(a) Public Aerodromes; or

(b) Private Aerodromes

2.1.2 These aerodromes shall only be used in compliance with Civil Aviation Rules.

2.1.3 A list of all Public and Private aerodromes is given in Table AD - 1.3-1.

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AD 1.5 AERODROME OPERATIONS

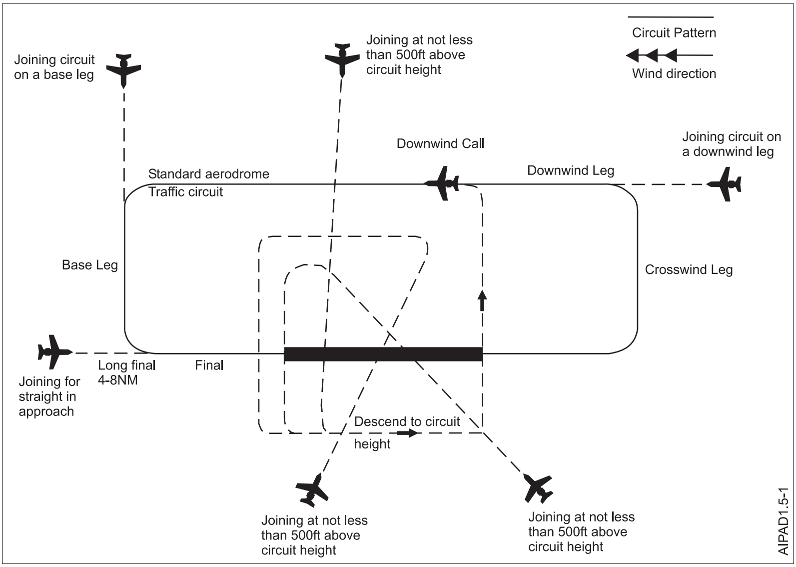
1 INTRODUCTION

1.1 General

1.1.1 This section details procedures for operations on and in the vicinity of aerodromes.

1.1.2 The layout of the circuit, and tracks to be flown when joining, are depicted in Figure AD 1.5-1.

Figure AD 1.5-1
Aerodrome Traffic Circuit



2 Circuit Joining Procedures

2.1 Joining Procedures

2.1.1 The pilot of an aircraft intending to land at an unattended aerodrome, or one where aerodrome flight information service is being provided, may join the circuit via a standard overhead circuit joining procedure as outlined in Figure AD 1.5-1, or direct into downwind, base leg, or long final provided that:

(a) joining intentions are advised to traffic or AFIS if the aircraft is RTF equipped; and

(b) the runway-in-use and aerodrome traffic are properly ascertained; and

(c) when making a straight-in approach, or joining downwind or base leg, the aircraft is sequenced in such a way as to give priority to aircraft already established in the circuit or established in the standard overhead circuit joining pattern; and

(d) when entering or flying within the circuit, all turns are made in the direction appropriate to the runway-in-use.

3 Runway Selection

3.1 General

3.1.1 Where aerodrome control or AFIS is being provided, the designated runway is that best favouring the wind direction and the take-off length requirements of the majority of the traffic. Pilots of all RTF equipped aircraft are informed of the runway-in-use by the ATS unit.

3.1.2 Where AFIS is being provided, when pilots are required for any operational reason such as runway length, wheel loading, etc. to use a runway other than the designated runway, they must sequence their landing or take-off and be responsible for avoiding collision with aircraft which are operating on the runway-in-use and which therefore have priority.

3.1.3 At unattended aerodromes pilots are to conform with or avoid the aerodrome traffic circuit formed by other aircraft.

4 DEPARTURE FROM THE CIRCUIT

4.1 Departure

4.1.1 The pilot of a VFR or IFR aircraft departing the aerodrome traffic circuit must make all turns in the direction of the traffic circuit, unless:

(a) otherwise instructed by ATC in controlled airspace; or

(b) a turn in the opposite direction has been prescribed as part of an IFR departure procedure; or

(c) the aircraft is laterally clear of the circuit area or is a minimum 1500ft above the aerodrome level.

5 STANDARD OVERHEAD CIRCUIT JOINING PROCEDURE

5.1 Joining Procedure

5.1.1 The standard overhead joining procedure, which is depicted in Figure AD 1.5-1, should be followed at unattended aerodromes (where no air traffic control or flight information service is provided) and at other aerodromes when a pilot is unfamiliar with the aerodrome or is uncertain of circuit traffic. The standard overhead joining procedure is a means of compliance with CAR 91.223(a)(2), which requires a pilot to conform with or avoid the aerodrome traffic circuit formed by other aircraft.

5.1.2 The following procedures should be followed by pilots:

(a) If the aircraft is RTF equipped, advise traffic of joining intentions.

(b) Approach the aerodrome by descending or climbing to not less than 1500ft above aerodrome elevation. If a circuit height other than 1000ft is specified on the aerodrome chart, join at not less than 500ft above circuit height, or use any specified joining altitude.

(c) Pass overhead the aerodrome in order to observe wind, circuit traffic and any ground signals displayed. If these cannot be fully ascertained continue to circuit the aerodrome at 1500ft.

(d) Make all subsequent turns in the direction of the traffic circuit.

(e) Once the conditions in (c) are ascertained, cross to the non-traffic side, and descend to circuit height.

(f) Turn 90° across wind and pass sufficiently close to the upwind end of the runway to ensure that aircraft taking off can pass safely underneath.

(g) Turn to join the downwind leg of the traffic circuit at a point that ensures adequate spacing with any aircraft in the circuit ahead or behind.

5.1.3 An ATC clearance will be required prior to carrying out this procedure at controlled aerodromes.

6 SURFACE MOVEMENT CONTROL

6.1 General

6.1.1 Not applicable in Vanuatu.

7 AERODROME CONTROL CLEARANCES

7.1 General

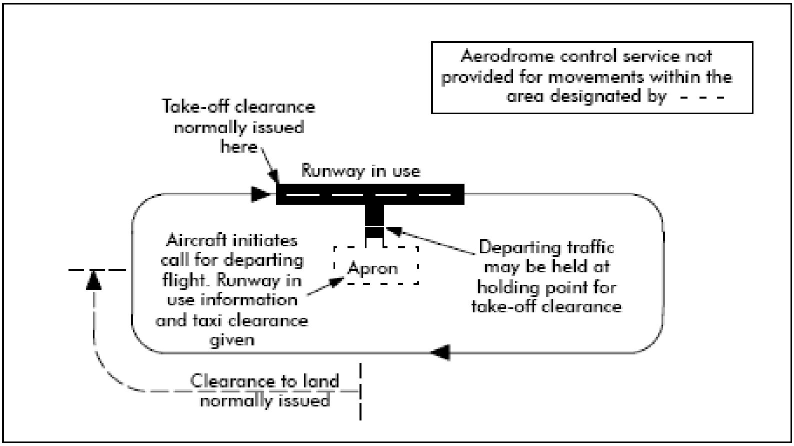
7.1.1 At controlled aerodromes the pilot is required to obtain an aerodrome control clearance prior to:

(a) taxiing on any portion of the aerodrome manoeuvring area; or

(b) landing at or taking off from any runway at that aerodrome.

7.1.2 The Figure AD 1.5-2 shows the positions where pilots of aircraft at controlled aerodromes normally receive aerodrome control clearances, either by radio or light signals.

Figure AD 1.5-2
Positions for Clearances at Controlled Aerodromes



7.2 Taxi Instructions

7.2.1 Because Vila has one runway and no parallel taxiways, and backtracks are normally required, in order to maximise runway availability and efficiency, both IFR and VFR aircraft should obtain a start-up clearance from ATC. Failure to do so may result in lengthy periods of holding on the apron.

7.2.2 If wanting to operate off a non-duty runway, the pilot of an aircraft operating under:

(a) IFR must make this request prior to starting engines; and

(b) VFR must include this in the request for taxi instructions.

7.2.3 When a pilot requires a reduced length for take-off or a backtrack from a runway entry point, this request, along with any other intentions that may be significant to ATC, must be included in the request for taxi clearance.

7.2.4 Except where normal operations for aircraft type will necessitate a backtrack, the pilot of an arriving aircraft wishing to backtrack on the runway-in-use after landing should make that request to TWR while on final approach.

8 SPEED REQUIREMENTS IN THE AERODROME TRAFFIC CIRCUIT

8.1 Speed Requirements

8.1.1 ATC may at any time, for traffic management reasons, require the pilot of an aircraft to fly at a specific speed or within a range of speeds. Pilots are to advise ATC if unable to comply with speed requirements, and advise pilot preferred speed.

8.1.2 Speed requirements for VFR aircraft in the aerodrome traffic circuit may be published on the aerodrome chart.

8.1.3 Speed requirements for IFR aircraft on final of an instrument approach are published on the aerodrome chart.

9 CIRCUIT PROCEDURES — CONTROLLED AERODROMES

9.1 Circuit Procedures

9.1.1 The pilot of an aircraft intending to land at a controlled aerodrome (i.e. where air traffic control is being provided) must join the circuit in accordance with ATC instructions:

(a) by descending to circuit height prior to joining and making either a straight-in approach to the runway-in-use, or by joining on downwind or base leg; or

(b) as outlined in the standard overhead circuit joining procedures.

9.1.2 Pilots must make a position report in the downwind position, and at other positions within the circuit as requested by ATC.

9.1.3 Pilots must at all times maintain sequence and follow the aircraft ahead at a safe landing interval, unless instructed otherwise by ATC.

9.2 Circuit Height

9.2.1 At controlled aerodromes, the circuit height to be used when ATC is on watch is inserted on the aerodrome chart.

9.3 Go Around

9.3.1 If the runway is not available for landing, or to avert an unsafe situation, or to ensure ATC separation, an aircraft pilot will be instructed to or may elect to go-around.

9.3.2 Unless instructions are issued by ATC to the contrary, the pilot of an aircraft on an instrument approach must carry out the missed approach procedure, and the pilot of an aircraft operating VFR, or an IFR aircraft on a visual approach must continue in the circuit.

9.3.3 Refer also to Protection of the Missed Approach in ENR 1.5.

9.4 Simulated Emergency Manoeuvres

9.4.1 Where pilots wish to carry out simulated emergency manoeuvres for training purposes, i.e. simulated engine failure during or after take-off, pilots must advise ATC of their intentions and obtain ATC approval before each manoeuvre.

9.4.2 Pilots must report when the manoeuvre is complete.

10 HELICOPTER OPERATIONS AT CONTROLLED AERODROMES

10.1 General

10.1.1 Due to the flexibility of helicopter operations, it is not always necessary for helicopter pilots to adhere to the standard fixed wing circuit procedures at controlled aerodromes. As well, subject to aerodrome operator approval, helicopter pilots may be permitted to land and take-off from areas of the aerodrome other than the designated runways.

10.1.2 Providing safety is not jeopardised, helicopters will be sequenced into and out of the circuit by the most expeditious means, and standard runway separation standards may not apply.

10.1.3 Landing and take-off clearances are required for operation on the aerodrome; however, where a helicopter is operated to/from that part of the aerodrome outside the designated manoeuvring area, clearances will be appended as follows:

"RV 21 TAKE-OFF/LAND AT YOUR DISCRETION"

11 MINIMUM RUNWAY OCCUPANCY — CONTROLLED AERODROMES

11.1 General

11.1.1 At controlled aerodromes, runway occupancy time is one of the main factors that affects the efficiency of the runway-in-use. Initiatives by ATC to improve runway utilisation through the application of new separation standards, both on the runway and in the air, and the issuing of conditional clearances, rely on pilot co-operation to have maximum effect.

11.1.2 As traffic demand continues to grow it is essential that maximum capacity be obtained from a runway. Mixed mode (jet versus turbo-prop versus piston versus light aircraft) can make operations in the vicinity of aerodromes very complicated.

11.1.3 The guidance material in this section is provided so that pilots are aware of factors that can assist in ensuring the best utilisation of a runway. This guidance material does not supersede published ATC and pilot procedures. Pilots should:

(a) be aware of wake turbulence requirements and their effect on aircraft operations;

(b) be aware of the manoeuvring area layout, particularly the taxiway and runway holding position locations;

(c) ensure a full briefing of aerodrome procedures, as published in AD 2, is done prior to landing or taxiing;

(d) plan ahead, be prepared for the controller's instructions, and carry out these instructions without delay;

(e) keep ATC informed of preferences and make any requests to ATC clear and concise;

(f) listen to instructions to other aircraft in the immediate vicinity, because when it is busy it is important that pilots have situational awareness of other aircraft in proximity to the aerodrome;

(g) if unable to comply with ATC instructions, tell the controller without delay; and

(h) always remember that every second counts.

11.2 Departing Aircraft

11.2.1 The pilot of a departing aircraft must:

(a) not request a clearance to enter the runway unless:

(i) ready to take-off; or

(ii) cleared by ATC to line-up for pre-take-off checks;

(b) if having received a conditional clearance to line-up behind a departing or landing aircraft, ensure correct identification of the aircraft and enter the runway immediately after the other aircraft has passed (**Note:** Conditional clearances must be read back in full to indicate a clear understanding that the conditions are understood);

(c) when cleared for "IMMEDIATE TAKE-OFF", if on the taxiway, enter the runway and take-off without stopping.

11.3 Arriving Aircraft

11.3.1 The pilot of an arriving aircraft must:

(a) identify the aircraft to follow as quickly as possible;

(b) pre-select a runway exit point that will achieve minimum practical runway occupancy;

(c) after touchdown, adjust braking to exit the runway at the pre-selected runway exit point without delay; and

(d) unless advised otherwise by ATC, comply without acknowledgement to an ATC request to "expedite vacating" or "take first/next left/right".

12 RUNWAY SEPARATION STANDARDS APPLIED BY ATC

12.1 General

12.1.1 The runway separation standards applied at controlled aerodromes by ATC between aircraft taking-off, between aircraft landing, between aircraft landing and taking-off, and between aircraft on touch-and-go or stop-and-go landing are outlined in this section.

12.1.2 These standards may be increased if IFR aircraft are involved, or if wake turbulence is a factor, but will not apply to aircraft in formation with respect to other aircraft in the same formation.

12.1.3 Wake turbulence separations are detailed in AD 1.6. ATC, in applying runway separations, will make allowance for:

(a) differences in aircraft performance;

(b) the possibility of a landing aircraft not completing a landing;

(c) light or tail-wind conditions; and

(d) braking action which may be adversely affected by runway contaminants.

12.1.4 Some separation standards are applicable only during daylight hours, i.e. between MCT and ECT, and when the visibility is 5km or greater.

12.2 Qualified Clearances

12.2.1 An aerodrome controller may issue a qualified landing clearance to the pilot of an aircraft on final approach when it is obvious that a preceding landing or departing aircraft will be clear of the runway before the approaching aircraft crosses the threshold.

12.2.2 A qualified take-off clearance may be issued to the pilot of a departing aircraft when the separation standard will exist at the time the aircraft commences take-off.

12.2.3 Examples of qualified landing/take-off clearances are:

(a) ***"AT42 VACATING RUNWAY LEFT, CLEARED FOR TAKE-OFF".***

(b) ***"CHEROKEE DEPARTING, CLEARED TO LAND".***

12.2.4 Pilots have a responsibility to "go around" if they consider that runway separation criteria may not be met.

12.3 Conditional Clearances

12.3.1 Conditional clearances may be issued to departing aircraft. They will not be used unless the vehicles, or aircraft concerned are seen by both the controller and the pilot.

12.3.2 In all cases, a conditional clearance will be given in the following order and consist of:

(a) identification;

(b) the condition;

(c) the clearance; and

(d) a brief reiteration of the condition.

12.3.3 Examples of conditional clearances are:

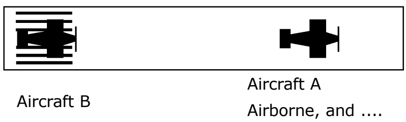
(a) ***"BLUEBIRD 121, BEHIND BOEING 737 ON SHORT FINAL, LINE UP BEHIND".***

(b) ***"AIRVAN 10, AFTER DEPARTING AIRBUS, LINE UP BEHIND".***

12.3.4 Conditional clearances require the pilot of the aircraft receiving the clearance to identify the aircraft or vehicle causing the condition.

12.4 Single Runway — Take-off

Figure AD 1.5-3
Single Runway — Take-off



12.4.1 In the situation represented in Figure AD 1.5-3, the pilot of aircraft B may be cleared for take-off when the following conditions exist:

(a) a preceding landing aircraft is clear of the runway; or

(b) a preceding departing aircraft A is airborne and has crossed the end of the runway-in-use; or

(c) a preceding departing aircraft A is airborne and has started a turn; or

(d) if the runway is longer than 1800 metres, aircraft A is airborne, and the controller can readily determine that aircraft A has reached a point at least 1800 metres ahead of aircraft B; or

(e) during daylight only:

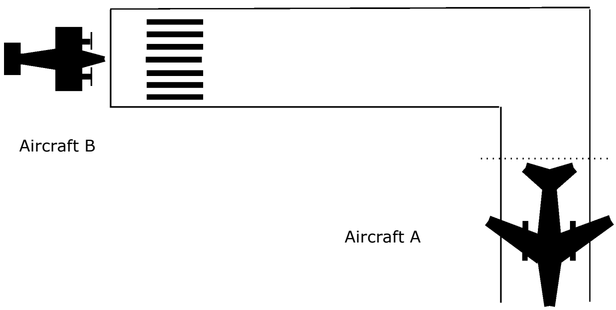
(i) where both aircraft have a MCTOW of 7000kg or less, aircraft A is airborne, and the controller can readily determine that aircraft A has reached a point at least 1000 metres ahead of aircraft B; or

(ii) where both aircraft have a MCTOW of 2300kg or less, aircraft A is airborne, and the controller can readily determine that aircraft A has reached a point at least 600 metres ahead of aircraft B; or

(f) a preceding aircraft A is airborne and aircraft B is a micro-light.

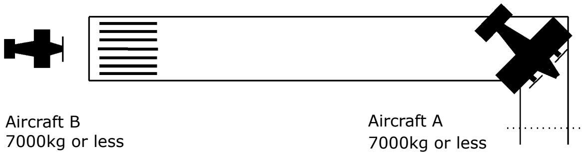
12.5 Single Runway — Landing

Figure AD 1.5-4
Single Runway — Landing



12.5.1 In the situation represented in Figure AD 1.5-4, the pilot of aircraft B may be permitted to cross the runway threshold to land when the preceding landing aircraft A is clear of the runway.

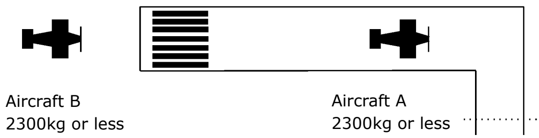
Figure AD 1.5-5
Single Runway — Landing



12.5.2 In the situation represented in Figure AD 1.5-5, during daylight only, a landing clearance may be issued to the pilot of aircraft B to cross the runway threshold to land, provided:

(a) both aircraft have an MCTOW of 7000kg or less; and (b) aircraft A has commenced a turn to vacate the runway without stopping or backtracking.

Figure AD 1.5-6
Single Runway — Landing



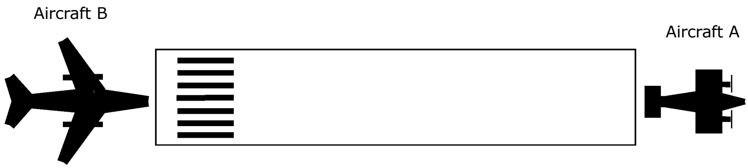
12.5.3 In the situation represented in Figure AD 1.5-6, during daylight only, a landing clearance may be issued to the pilot of aircraft B to cross the runway threshold to land, provided:

(a) both aircraft have an MCTOW of 2300kg or less; and

(b) aircraft A is occupying the runway and will vacate the runway without backtracking.

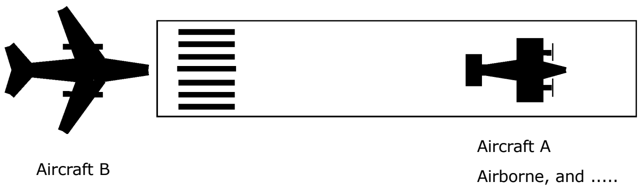
12.6 Single Runway — Landing Versus Take-off

Figure AD 1.5-7
Single Runway — Landing Versus Take-off



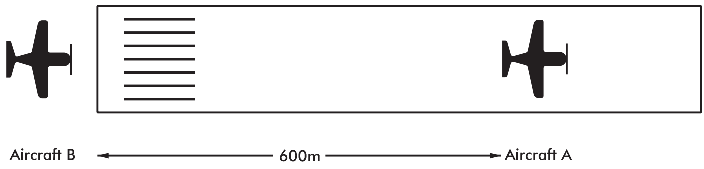
12.6.1 In the situation represented in Figure AD 1.5-7, the pilot of landing aircraft B may be permitted to cross the runway threshold to land once the departing aircraft A has crossed the other end of the runway-in-use or has started a turn.

Figure AD 1.5-8
Single Runway — Landing Versus Take-off



12.6.2 In the situation represented in Figure AD 1.5-8, during daylight only, the pilot of landing aircraft B may be permitted to cross the runway threshold to land prior to aircraft A crossing the other end of the runway-in-use, or commencing a turn, provided aircraft A is airborne and past the point on the runway at which aircraft B could be expected to have completed a normal landing roll.

Figure AD 1.5-9
Single Runway — Landing Versus Take-off



12.6.3 In the situation represented in Figure AD 1.5-9, during daylight only, the pilot of landing aircraft B may be permitted to cross the runway threshold to land prior to departing aircraft A becoming airborne, provided:

(a) both aircraft have a MCTOW of 2300kg or less; and

(b) the departing aircraft A is accelerating and past the point on the runway at which arriving aircraft B could be expected to have completed a normal landing roll, that point being a minimum of 600 metres from the landing threshold.

12.6.4 Pertinent traffic information will be issued.

12.7 Single Runway — Touch-and-Go/Stop-and-Go Landing

12.7.1 The pilot of an arriving aircraft may be permitted to cross the runway threshold on a touch-and-go or stop-and-go landing when both the relevant landing and take-off separation minima exist.

AD 1.6 WAKE TURBULENCE AND JET BLAST

1 WAKE TURBULENCE

1.1 General

1.1.1 Wake turbulence is the term used to describe the effect of the rotating air masses (wake vortices) generated behind the wing tips of aircraft in flight. These vortices are two counter-rotating cylindrical air masses trailing aft from the aircraft and are particularly severe when generated by large and wide-bodied aircraft. The vortices are most dangerous to following aircraft during the take-off, initial climb, final approach and landing phases of flight. They tend to drift down, and when close to the ground move sideways (outwards) from the track of the generating aircraft.

1.1.2 Helicopters produce vortices when in flight and there is evidence that, per kilogram of gross mass, their vortices are more intense than those of fixed-wing aircraft. Helicopters should keep well clear of light aircraft when hovering or while air-taxiing.

1.1.3 Wake turbulence separation is provided by ATC to pilots whose aircraft may be affected by the phenomenon, except in the case of IFR aircraft making a visual approach or VFR arrivals. In these cases it is the pilot's responsibility to provide adequate spacing from preceding arriving or departing aircraft. In these circumstances ATC will make allowance for such pilot initiated manoeuvres when sequencing additional following aircraft. The spacing required is tabulated below and guidance material can be obtained from the CAAV.

1.1.4 Whenever practicable, aerodrome controllers will advise pilots of the expected occurrence of hazards caused by turbulent wake by issuing a caution in the following form: "CAUTION — WAKE TURBULENCE". The occurrence of turbulent wake hazards cannot be accurately predicted, and aerodrome controllers cannot assume responsibility for issuing advice of such hazards at all times, or for its accuracy.

1.1.5 If a pilot considers the wake turbulence separation standards inadequate, increased separation may be requested by specifying the spacing required.

1.1.6 If a controller considers the wake turbulence separation provided is inadequate, or that it need be applied for any situation not covered by a specific minimum, the pilot will be advised and an appropriate separation applied.

1.1.7 Notwithstanding the wake turbulence separation standards previously outlined, if pilots consider that the effect of wake turbulence can be nullified by ensuring that flight profiles do not cross, they may request and be granted exemption from these separations. ATC will advise the category or type of the other aircraft.

1.2 Weight Categories

1.2.1 For the purpose of assessing wake turbulence separation, aircraft are divided into the following weight categories:

(a) Heavy (H): Aircraft types of 136,000kg MCTOW or more (example: C17, A330, B767, or any larger aircraft).

(b) Medium (M): Aircraft types of less than 136,000kg but more than 7000kg MCTOW (example: B737 Series, A320, AT43, F27, C130, P3, SF34 and SW3 series. B757 aircraft will be categorised as a HEAVY (H) aircraft for the purpose of assessing wake turbulence to following aircraft.

(c) Light (L): Aircraft types of 7000kg MCTOW or less (example: DHC 6, BN2P, C402, C421, E110, SW3 and smaller.

1.2.2 The wake turbulence category for each aircraft type is listed in ICAO DOC 8643 (Aircraft Type Designators).

1.3 Wake Turbulence Separation — Non Radar Same Direction Runway Operation

1.3.1 Minimum time separations are applied between aircraft using the same runway or grass strip, where there is a possibility that the projected flight profiles will cross at the same altitude or less than 1000ft below.

Between Arriving Flights

1.3.2 The minimum separations applied between arriving flights are provided in Table AD 1.6-1.

Table AD 1.6-1
Wake Turbulence Separation Minima (Non-Radar) — Arriving Flights Same Direction Runway

Leading aircraft	Following aircraft	Minimum time
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 3 minutes
MEDIUM	LIGHT	3 minutes

Between Departing Flights

1.3.3 The minimum separations applied between departing flights are provided in Table AD 1.6-2.

Table AD 1.6-2
Wake Turbulence Separation Minima (Non-Radar) — Departing Flights Same Direction Runway

Leading aircraft	Following aircraft	Departure from same take-off position	Departure from intermediate take-off position
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 2 minutes	3 minutes 3 minutes 3 minutes
MEDIUM	LIGHT	2 minutes	3 minutes

Between Arriving and Departing Flights

1.3.4 The minimum time separations applied between arriving and departing aircraft, if the flight path of the following aircraft will cross the projected flight path of the leading aircraft (e.g. when an arriving aircraft is operating onto a runway using a displaced landing threshold) are provided in Table AD 1.6-3.

Table AD 1.6-3
Wake Turbulence Separation Minima (Non-Radar) — Arriving and Departing Flights Same Direction Runway

Leading aircraft	Following aircraft	Minimum spacing at time aircraft are airborne or have touched down
HEAVY ARRIVAL	MEDIUM DEPARTURE LIGHT DEPARTURE	2 minutes 2 minutes
MEDIUM ARRIVAL	LIGHT DEPARTURE	2 minutes
HEAVY DEPARTURE	MEDIUM ARRIVAL LIGHT ARRIVAL	2 minutes 2 minutes
MEDIUM DEPARTURE	LIGHT ARRIVAL	2 minutes

1.4 Wake Turbulence Separation — Opposite Direction Runway Operation

1.4.1 Minimum time separations are applied between aircraft operating from an opposite direction using the same runway or grass strip where there is a possibility that the projected flight profiles will cross at the same altitude or less than 1000ft below.

Between Arriving and Departing Flights

1.4.2 The minimum separations applied between arriving flights are provided in Table AD 1.6-4.

Table AD 1.6-4
Wake Turbulence Separation Minima (Non-Radar) —
Arriving and Departing Flights Opposite Direction Runway

Leading aircraft taking off or landing or low or missed approach	Following aircraft arriving or departing	Minimum spacing at time aircraft are airborne or have touched down
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 2 minutes
MEDIUM	LIGHT	2 minutes

2 Jet Blast and Propeller Slipstream

2.1 General

2.1.1 Pilots are cautioned of the hazards caused by jet blast and propeller slipstream to taxiing aircraft, to aircraft taking off or landing, and to vehicles and personnel operating on the aerodrome.

2.1.2 Jet blast and propeller slipstream can produce localised wind velocities of sufficient strength to cause damage to other aircraft, vehicles and personnel.

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AD 1.7 NOISE ABATEMENT DEPARTURE PROCEDURES

1 DEPARTURE PROCEDURES

1.1 General

1.1.1 Aeroplane operating procedures for take-off climb must ensure that the necessary safety of flight operations is maintained while minimising exposure to noise on the ground.

1.1.2 There are no specific noise abatement departure procedures in Vanuatu.

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AD 1.8 VISUAL SIGNALS

1 AERODROME CONTROL TO AIRCRAFT

1.1 General

1.1.1 Visual signals used by aerodrome control to aircraft when radio communications are not available are included in Table AD 1.8-1.

Table AD 1.8-1
Visual Signals

Colour and Type of Signal	To Aircraft in Flight	To Aircraft on the Aerodrome
Steady green	Cleared to land	Cleared for take-off
Steady red	Give way to other aircraft and continue circling	Stop
Series of green flashes	Return for landing*	Cleared to taxi
Series of red flashes	Aerodrome unsafe — do not land	Taxi clear of landing area in use
Series of white flashes	Land at this aerodrome and proceed to apron*	Return to starting point on aerodrome
Series of alternate red and green flashes	Danger — be on the alert	Danger — be on the alert
Red pyrotechnic	Notwithstanding any previous instructions do not land for the time being	
*Clearance to land and taxi will be given in due course		

2 AIRCRAFT TO AERODROME CONTROL

2.1 General

2.1.1 When the pilot of a non-radio equipped aircraft wishes to acknowledge a message from the Tower he should do so in the following manner:

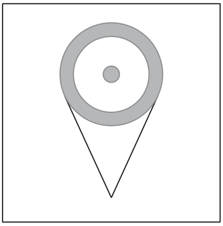
(a) By day:

- (i) in flight: rocking the wings.
- (ii) on the ground: moving the ailerons or rudder.

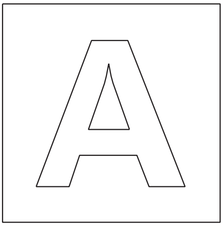
(b) By night:

- (i) flashing the lights twice; or
- (ii) if not equipped with landing lights, flashing the navigation lights twice.

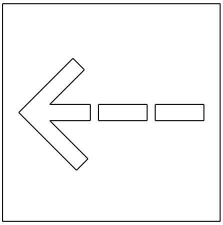
3 Aerodrome Ground Signals



When displayed at a PLA, a red and white cone with the point of the cone pointing into wind indicates that the dropping area is active.

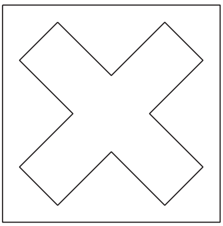


When displayed at an unattended aerodrome (other than an aerodrome intended to be used solely for agricultural operations) or an aerodrome where an aerodrome FIS is in operation, a white letter "A" indicates that agricultural operations or agricultural training operations are being conducted. Such flights may not be complying with the direction of the aerodrome circuit.



When displayed at an aerodrome, an arrow formed of white fabric strips on the surface indicates that:

(a) Gliding is in progress.
(b) Gliders are landing and being towed off in the direction of the arrow.
(c) Tow lines are likely to be on the ground at any distance from the towing source and on or parallel to the signal strips.



White crosses displayed horizontally on the manoeuvring area indicate that the ground on which they are displayed is unfit for use. White crosses displayed at each extremity of a runway or portion of a runway indicate that the runway or portion of the runway is unfit for use.

AGS-B

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AD 1.9 OPERATIONAL DATA

1 INTRODUCTION

1.1 General

1.1.1 A summary of operational information is provided in AD 2 for each aerodrome included in this AIP. The information below explains the data provided.

2 RUNWAY

2.1 RWY Designation

2.1.1 The runway or strip designation is a two-digit number based on the whole number nearest to one-tenth of the magnetic azimuth of the centreline when viewed from the direction of approach, e.g. if the magnetic azimuth of strip is 208°M, the runway will be designated as RWY 21.

2.2 Surface

2.2.1 The surface of the runway or strip is described as one of the following:

(a) B Bitumen Gr Grass

(b) CONC Concrete Gr(f) Grass, firm

(c) GRVL Gravel Gr(s) Grass, soft

2.2.2 The strength of the surface of a grass runway may deteriorate after moderate to heavy rain and pilots should therefore exercise great care in the use of their aircraft brakes in such a situation. Heavy braking can lead to deep scoring of the surface with possible total closure of the landing area.

2.3 Strength

General

2.3.1 An explanation of PCN and LCN is provided below. Where a PCN or LCN is published, the strength of the pavement is acceptable for all light aircraft with a MCTOW below 5700kg.

PCN

2.3.2 The pavement classification number (PCN) may be used to specify the strength of pavements at aerodromes with paved runways. The PCN is established by an engineering assessment of the runway. The PCN is a number expressing the bearing strength of a pavement for unrestricted operations, followed by code letters representing:

(a) pavement type:

- (i) rigid pavement R
- (ii) flexible pavement F

(b) sub-grade strength:

- (i) high strength A
- (ii) medium strength B
- (iii) low strength C
- (iv) ultra-low strength D

(c) maximum allowable tyre pressure:

- (i) high no pressure limit W
- (ii) medium 1500 kPa max X
- (iii) low 1000 kPa max Y
- (iv) very low 500 kPa max Z

(d) evaluation method:

- (i) technical evaluation has been done T
- (ii) aircraft experience has proven pavement strength to be adequate U

2.3.3 The PCN is used in conjunction with an aircraft classification number (ACN). The ACN applies to aircraft types with a MCTOW over 5700kg which have been evaluated. The method of application is detailed in ICAO Annex 14.

LCN

2.3.4 The load classification number (LCN) system of pavement evaluation may be used at certain aerodromes with paved runways, although this is gradually being replaced by the PCN method as assessments are carried out.

2.3.5 LCN is based on the designed strength of the runway. It relates certain parameters such as aircraft tyre pressure, number of wheels and geometry of the undercarriage, and strength and depth of material in the pavement and its foundations, in such a way as to enable a ready comparison between the load imposed by the aircraft and the strength of the pavement.

2.3.6 The LCN of a runway is a fixed value. The LCN figure for a particular aircraft at constant weight, however, varies in relation to the physical character of the sub-grade and the design of the hard top. The aircraft LCN is a function of the relative stiffness (L) for rigid pavements, and the depth of pavement (H) for flexible pavements. The runway LCN is therefore always associated with one of these factors. The H or L factor is expressed in centimetres.

2.3.7 The LCN system was developed by the United Kingdom and is fully explained in ICAO document 9157-AN/901 Part 3, — Pavements, Chapter 1 (method c). Where the aircraft LCN is not readily available, operators should refer to the Civil Aviation Authority Vanuatu.

2.4 Group Rating Number

2.4.1 The group rating number of the runway is used to establish performance compliance for aeroplanes with a MCTOW 2270kg or less. The physical characteristics of all aerodromes listed in AD 2 have been examined and a performance group rating number has been allocated to each runway. The group rating number which is shown for a runway represents the highest of the groups authorised, e.g. where Group 8 is specified it includes all aeroplane groups from 1 to 8. A group rating number of 0 means that the designated strip/runway is not available for use under the group rating system.

2.5 Slope

2.5.1 The slope published is the average established for the runway throughout its overall length. For example:

(a) .37U means .37% uphill slope

(b) .05D means .05% downhill slope

2.6 Take-off Distance

2.6.1 The take-off distance is the declared effective operational length of the runway or strip available for take-off, expressed in metres. It relates to the nominated gradients over obstacles (if any) in the take-off climb area. The critical values are shown in each case. No allowance is made for runway or strip slope in the lengths indicated.

2.7 ASDA

2.7.1 The Accelerate Stop Distance Available (ASDA) for an abandoned take-off is the runway length available plus the stopway length if available.

2.8 LDA — Landing Distance

2.8.1 The landing distance is the declared effective operational length of the runway or strip available for landing, expressed in metres.

3 LIGHTING

3.1 General

3.1.1 Lighting facilities are listed in the following order where available.

(a) PAL

(b) area lighting: lighting off the aerodrome not associated with approach lighting, e.g. CGL, hazard beacons.

(c) runway lighting: approach lighting, approach slope indicators (including glidepath angle and threshold crossing height), runway lighting, supplementary runway lighting.

(d) aerodrome lighting: aerodrome beacon, wind direction indicators.

(e) movement area lighting: taxiway and aprons.

3.1.2 Standby power, if available, is included with lighting.

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AD 2 AERODROMES

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NVSS AD 2.1 SANTO

NVSS	SANTO

NVSS AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP co-ordinates, location	S15°30’20.76” E167°13’16.89” Intersection of RWY centreline and taxiway
2	Direction and distance from Luganville township	4km East
3	Elevation/Reference temperature	184ft 30°C
4	MAG VAR/Annual change	E10°52 2015 No annual change
5	AD Administration, address, telephone, telefax, telex, AFS	Airports Vanuatu Limited PO Box 100 Luganville Santo VANUATU Tel (678) 36 755 Fax (678) 36 277 Telex Nil
6	Types of traffic permitted (IFR/VFR)	IFR and VFR
7	Remarks	Nil

NVSS AD 2.3 Operational Hours

1	AD Administration	MON – FRI, 0800 – 1200L, 1300 – 1700L
2	Customs and Immigration	By prior arrangement
3	Health and sanitation	By prior arrangement
4	AIS Briefing Service	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Service	0500 – 1730L
7	ATS	FIS daily 0700 – 1900L
8	Fuelling	Mon – Fri: Prior notice required before 1700 Fri Sat, Sun and Hol: 48HR prior notice
9	Handling	HS
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

NVSS AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	Limited
2	Fuel/Oil types	Fuel: Avgas-100 (3,000 litres) Jet A1 (10,000 litres) available for normal daily operations. Limited stock Oil: Available from Air Vanuatu.
3	Fuelling Facilities/Capacity	Normal working hours Monday – Sunday 0700 – 1600 hours. Prior notice required by 1700 hours the previous day for non-scheduled flights.
4	De-icing facilities	Nil
5	Hangar Space for Visiting Aircraft	Nil
6	Repair Facilities for Visiting Aircraft	Nil
7	Remarks	Nil

NVSS AD 2.5 Passenger Facilities

1	Hotels	737 beds in Espirito Santo. Advance booking advised
2	Restaurants	In Luganville, all resorts, and snack bar at airport terminal
3	Transportation	Taxis, buses and rental cars available
4	Medical Facilities	In Luganville
5	Bank or Post Office	In Luganville
6	Tourist Office	In Luganville
7	Remarks	Nil

NVSS AD 2.6 Rescue and Fire Fighting Services

1	AD Category for Fire Fighting	CAT 4 with CAT 6 available only with prior request
2	Rescue Equipment	Nil
3	Capability for Removal of Disabled Aircraft	Responsibility of aircraft operator. IATA kit available from Sydney, Australia
4	Remarks	Nil RWY foaming capability

NVSS AD 2.7 Seasonal Availability — Clearing

1	Types of Clearing Equipment	Not applicable — available all seasons
2	Clearance Priorities	Not applicable
3	Remarks	Nil

NVSS AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron Surface and Strength	Asphalt, PCN 38/F/C/X/T
2	Taxiway Width, Surface and Strength	Asphalt, PCN 38/F/C/X/T Taxiway width 15m
3	ACL Location and Elevation	ARP: 140ft THR RWY 12: 184ft, THR RWY 30: 112ft
4	VOR/INS Checkpoints	Nil
5	Remarks	Nil

NVSS AD 2.9 Surface Movement Guidance, Control System and Markings

1	Use of Aircraft Stand ID Signs, TWY Guide Lines and Visual Docking/Parking Guidance System of Aircraft Stands	Nil
2	RWY and TWY Markings and LGT	RWY: designations, centreline, thresholds and fixed distances marked. Turning bays lit, LIL omnidirectional blue THR: centreline and holding marked. TWY edges lit, LIL omnidirectional blue APRON: Edges lit, LIL omnidirectional blue
3	Stop Bars	
4	Remarks	Nil

NVSS AD 2.10 Aerodrome Obstacles

In approach/TKOF areas			**In circling area and at AD**		**Remarks**
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
12			Communications Mast 344ft amsl Fixed red 2.5km west of RWY 12	S 15 30 24.44 E 167 11 24.37	
30			Communications Mast 280ft amsl Fixed red 800m north of RWY 30	S 15 30 16.01 E 167 13 57.36	
ARP			Communications Mast 211ft amsl Fixed red 650m south of ARP	S 15 30 41.99 E 167 13 15.59	

NVSS AD 2.11 Meteorological Information Provided

1	Associated MET Office	Santo
2	Hours of Service MET Office	0500 – 1730L
3	Office Responsible for TAF preparation Periods of Validity	Port Vila
4	Type of Landing Forecast Interval of Issuance	TAF, 0600, 1000 and 1600L
5	Briefing/Consultation Provided	via Port Vila
6	Flight Documentation Language(s) Used	English
7	Charts and Other Information Available for Briefing or Consultation	Nil
8	Supplementary Equipment Available for Providing Information	Nil
9	ATS Units Provided with Information	Port Vila
10	Additional Information (Limitation of Service, etc)	Hourly METARs during hours of daylight

NVSS AD 2.12 RWY Physical Characteristics

Designations RWY NR	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12	129°T	2000 x 30	Asphalt PCN 38/F/C/X/T	S15°29’55.89” E167°12’45.42”	184ft
30	309°T	2000 x 30	Asphalt PCN 38/F/C/X/T	S15°30’37.00” E167°13’37.44”	112ft

NVSS AD 2.13 Declared Distances

Designations RWY NR	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	2000	2050	2050	2000	Nil
30	2000	2050	2050	2000	Nil

NVSS AD 2.14 Approach and RWY Lighting

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	Nil	LIL uni directional green, nil WBAR	PAPI 3.0° TCH 50ft (left hand side only)	Nil	Nil	LIL omni directional white	Red	Nil	Nil
30	Nil	LIL uni directional green, nil WBAR	PAPI 3.0° TCH 50ft (left hand side only)	Nil	Nil	LIL omni directional white	Red	Nil	Nil

NVSS AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN Location, Characteristics and Hours of Operation	Nil
2	LDI Location and LGT Anemometer Location and LGT	Nil Anemometer, 89m west of TWY edge, unlit Anemometer, 86m south of RWY edge, unlit
3	TWY Edge and Centreline LGT	TWY edge, blue
4	Secondary Power Supply/Switch-over	Automatic standby power
5	Remarks	Nil

NVSS AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO ELEV m/ft	Nil
3	TLOF and FATO Area Dimensions, Surface, Strength, Marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared Distance Available	Nil
6	APP and FATO Lighting	Nil
7	Remarks	No TLOF and FATO specified. Helicopters to use aircraft movement areas.

NVSS AD 2.17 ATS Airspace

Nil.

NVSS AD 2.18 ATS Communications Facilities

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
FIS	Santo Flight Service	5484, 6553	HO	Nil

NVSS AD 2.19 Radio Navigation and Landing Aids

Type of Aid, CAT (for ILS), Variation	Identification	Frequency	Hours of Operation	Coordinates	Elevation of DME	Remarks
1	2	3	4	5	6	7
NDB	SON	412	H24	S15°30’22.29” E167°12’59.62”	30m	Automatic standby power
DME	SON	114.5	H24	S15°30’23.83” E167°13’01.63”	30m	Automatic standby power

NVSS AD 2.20 Local Traffic Regulations

20.1 Aerodrome Regulations

20.1.1 Two-way radio communications required with Santo ATS.

20.2 Taxiing To and From Stands

20.2.1 Movements confined to TWY and RWY.

20.3 Parking Area for General Aviation

20.3.1 Apron area or adjacent grass area.

20.4 Parking Area for Helicopters

20.4.1 Apron area or adjacent grass area.

20.5 Apron — Taxiing

20.5.1 Pilot responsibility.

20.6 Taxiing — Limitations

20.6.1 Nil.

20.7 Training Flights — Use of RWYs

20.7.1 No restrictions.

20.8 Helicopter Traffic — Limitations

20.8.1 No restrictions.

20.9 Removal of Disabled Aircraft from Runways

20.9.1 Responsibility of the aircraft operator. The aircraft owner or operator is responsible for removal of an aircraft disabled on, or adjacent to, the movement area; however, the Chief Executive of Airports Vanuatu Limited (Tel 678 25111, Fax 678 25532) reserves the right to initiate the removal of an aircraft if removal is not completed within the prescribed period. Cost of this operation will be borne by the owner or operator and Airports Vanuatu Limited accepts no responsibility for loss or damage to the aircraft.

NVSS AD 2.21 Noise Abatement Procedures

21.1 General

21.1.1 No specific procedures are published.

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NVVW AD 2.1 TANNA

NVVW	TANNA

NVVW AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP co-ordinates, location	S19°27’18.00” E169°13’24.00” Mid-point of RWY
2	Direction and distance from Luganville township	8km
3	Elevation/Reference temperature	19ft 30°C
4	MAG VAR/Annual change	E12°2’ 2009 No annual change
5	AD Administration, address, telephone, telefax, telex, AFS	Airports Vanuatu Limited PO Box 843 Whitegrass Tanna VANUATU Tel (678) 88 771 Fax Nil AFTN Nil SITA Nil
6	Types of traffic permitted (IFR/VFR)	IFR and VFR
7	Remarks	Nil

NVVW AD 2.3 Operational Hours

1	AD Administration	MON – FRI, 0800 – 1200L, 1300 – 1700L
2	Customs and Immigration	By prior arrangement
3	Health and sanitation	By prior arrangement
4	AIS Briefing Service	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Service	Nil
7	ATS	Nil (FIS provided by Vila Tower)
8	Fuelling	Only for Air Vanuatu and Unity Airlines
9	Handling	HS
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

NVVW AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	Limited
2	Fuel/Oil types	Fuel: Jet A1 Avgas 100/LL Limited stock for Air Vanuatu and Unity Airlines Oil: Limited stock of W100/D100 for piston-engined aircraft
3	Fuelling Facilities/Capacity	Nil
4	De-icing facilities	Nil
5	Hangar Space for Visiting Aircraft	Nil
6	Repair Facilities for Visiting Aircraft	Nil
7	Remarks	Nil

NVVW AD - 2.5 Passenger Facilities

1	Hotels	338 beds in Tanna. Advance booking advised
2	Restaurants	At all resorts and snack bar at airport terminal
3	Transportation	Taxis and buses
4	Medical Facilities	In Lenakel
5	Bank or Post Office	In Lenakel
6	Tourist Office	In Lenakel
7	Remarks	No ATM facilities

NVVW AD - 2.6 Rescue and Fire Fighting Services

1	AD Category for Fire Fighting	CAT 4
2	Rescue Equipment	Nil
3	Capability for Removal of Disabled Aircraft	Responsibility of aircraft operator. IATA kit available from Sydney, Australia
4	Remarks	Nil RWY foaming capability

NVVW AD - 2.7 Seasonal Availability — Clearing

1	Types of Clearing Equipment	Not applicable — available all seasons
2	Clearance Priorities	Not applicable
3	Remarks	Nil

NVVW AD - 2.8 Aprons, Taxiways and Check Locations Data

1	Apron Surface and Strength	Asphalt, PCN 17/F/A/Y/T
2	Taxiway Width, Surface and Strength	Asphalt, PCN 17/F/A/Y/T Taxiway width 12m
3	ACL Location and Elevation	THR RWY 15: 15ft, THR RWY 33: 19ft
4	VOR/INS Checkpoints	Nil
5	Remarks	Nil

NVVW AD - 2.9 Surface Movement Guidance, Control System and Markings

1	Use of Aircraft Stand ID Signs, TWY Guide Lines and Visual Docking/Parking Guidance System of Aircraft Stands	Nil
2	RWY and TWY Markings and LGT	Nil
3	Stop Bars	Nil
4	Remarks	Nil

NVVW AD - 2.10 Aerodrome Obstacles

In approach/TKOF areas			**In circling area and at AD**		**Remarks**
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
15					not available
33					not available

NVVW AD 2.11 Meteorological Information Provided

1	Associated MET Office	Tanna
2	Hours of Service MET Office	0730 – 1130 and 1330 – 1630L
3	Office Responsible for TAF preparation Periods of Validity	Port Vila
4	Type of Landing Forecast Interval of Issuance	TAF, 3 hourly
5	Briefing/Consultation Provided	via Port Vila
6	Flight Documentation Language(s) Used	English
7	Charts and Other Information Available for Briefing or Consultation	Nil
8	Supplementary Equipment Available for Providing Information	Nil
9	ATS Units Provided with Information	Port Vila
10	Additional Information (Limitation of Service, etc)	Hourly METARs during hours of daylight

NVVW AD 2.12 RWY Physical Characteristics

Designations RWY NR	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	145°T	1230 x 30	PCN 17/F/A/Y/T ASPH	S19°26'59.520" E169°13'17.426"	11ft
33	325°T	1230 x 30		S19°27'36.569" E169°13'33.977"	19ft

NVVW AD 2.13 Declared Distances

Designations RWY NR	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
15	1230	1290	1290	1230	Nil
33	1230	1290	1290	1230	Nil

NVVW AD - 2.14 Approach and RWY Lighting

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
15	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
33	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

NVVW AD - 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN Location, Characteristics and Hours of Operation	Nil
2	LDI Location and LGT Anemometer Location and LGT	Nil
3	TWY Edge and Centreline LGT	Nil
4	Secondary Power Supply/Switch-over	Battery
5	Remarks	Nil

NVVW AD - 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO ELEV m/ft	Nil
3	TLOF and FATO Area Dimensions, Surface, Strength, Marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared Distance Available	Nil
6	APP and FATO Lighting	Nil
7	Remarks	No TLOF and FATO specified. Helicopters to use aircraft movement areas.

NVVW AD 2.17 ATS Airspace

1	Designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace classification	G
4	ATS unit callsign, language	Vila Flight Service, English
5	Transition altitude	11,000ft
6	Remarks	Nil

NVVW AD 2.18 ATS Communications Facilities

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
FIS	Vila Flight Service	5484, 6553, 8846	HO	Nil

NVVW AD 2.19 Radio Navigation and Landing Aids

Type of Aid, CAT (for ILS), Variation	Identification	Frequency	Hours of Operation	Coordinates	Elevation of DME antenna	Remarks
1	2	3	4	5	6	7
NDB	WG	398	H24	S19°27’40.32” E169°13’28.63”	11m	Standby power portable generator

NVVW AD - 2.20 Local Traffic Regulations

20.1 Aerodrome Regulations

20.1.1 Two-way radio communications required with Port Vila ATS.

20.2 Taxiing To and From Stands

20.2.1 Taxi confined to RWY and TWY.

20.3 Parking Area for General Aviation

20.3.1 Apron area.

20.4 Parking Area for Helicopters

20.4.1 Apron area.

20.5 Apron — Taxiing

20.5.1 Pilot responsibility.

20.6 Taxiing — Limitations

20.6.1 Movements confined to TWY and RWY only.

20.7 Training Flights — Use of RWYs

20.7.1 No restrictions.

20.8 Helicopter Traffic — Limitations

20.8.1 No restrictions.

20.9 Removal of Disabled Aircraft from Runways

20.9.1 Responsibility of the aircraft operator. The aircraft owner or operator is responsible for removal of an aircraft disabled on, or adjacent to, the movement area; however, the Chief Executive of Airports Vanuatu Limited (Tel 678 25111 or Fax 678 25532 reserves the right to initiate the removal of an aircraft if removal is not completed within the prescribed period. Cost of this operation will be borne by the owner or operator and Airports Vanuatu Limited accepts no responsibility for loss or damage to the aircraft.

NVVW AD - 2.21 Noise Abatement Procedures

21.1 General

21.1.1 No specific procedures are published.

NVVW AD - 2.22 Flight Procedures

22.1 Aerodrome Traffic Circuit Rules

22.1.1 RWY 15: Right hand

RWY 33: Left hand

NVVV AD - 2.1 PORT VILA

NVVV	PORT VILA

NVVV AD - 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates, location	S17°41’57.57” E168°19’11.26” RWY centreline and taxiway intersection
2	Direction and distance from Port Vila city	5km north
3	Elevation/Reference temperature	70ft 30°C
4	MAG VAR/Annual change	E11°31’ 2009 No annual change
5	AD Administration, address, telephone, telefax, telex, AFS	Airports Vanuatu Limited PO Box 131 Port Vila VANUATU Tel (678) 25 111 Fax (678) 25 532 (Administration) (678) 24 459 (ATS) TELEX Nil AFS NVVVZTZX Email ats@airports.vu
6	Types of traffic permitted (IFR/VFR)	IFR and VFR
7	Remarks	Nil

NVVV AD - 2.3 Operational Hours

1	AD Administration	MON – FRI, 0800 – 1200L, 1300 – 1700L
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	HS
5	ATS Reporting Office (ARO)	HS
6	MET Briefing Office	H24
7	ATS	Refer to NOTAMs
8	Fuelling	Mon – Fri: Prior notice required before 1700 Fri Sat, Sun and Hol: 48HR prior notice
9	Handling	HS
10	Security	H24
11	De-icing	Not required
12	Remarks	Nil

NVVV AD - 2.4 Handling Services and Facilities

1	Cargo-handling Facilities	Full cargo facilities available — Vanuatu Terminal Services — IATA approved
2	Fuel/Oil Types	Fuel: Avgas-100 Jet A1 (10,000 litres Jet A1 available for normal daily operations. Up to 12,000 litres available on request) Oil: Available from Pacific Petroleum and Air Vanuatu
3	Fuelling Facilities/Capacity	Normal working hours Monday – Sunday 0530 – 1700 hours.
4	De-icing Facilities	Nil
5	Hangar Space for Visiting Aircraft	Nil
6	Repair Facilities for Visiting Aircraft	Minor repairs may be carried out by arrangement with Air Vanuatu
7	Remarks	Nil

NVVV AD 2.5 Passenger Facilities

1	Hotels	2688 beds available in Efate, advance booking advisable
2	Restaurants	In Port Vila city, various resorts and snack bar at airport terminal
3	Transportation	Taxis, buses and rental cars available
4	Medical Facilities	Port Vila city
5	Bank or Post Office	Bank at airport (limited hours) and Port Vila City Post Office in Port Vila city. ATM with Cirrus access in International Terminal
6	Tourist Office	
7	Remarks	Nil

NVVV AD 2.6 Rescue and Fire Fighting Services

1	AD Category for Fire Fighting	CAT 7
2	Rescue Equipment	
3	Capability for Removal of Disabled Aircraft	Responsibility of aircraft operator. IATA kit available from Sydney, Australia
4	Remarks	Nil RWY foaming capability

NVVV AD 2.7 Seasonal Availability — Clearing

1	Types of Clearing Equipment	Not applicable — available all seasons
2	Clearance Priorities	Not applicable
3	Remarks	Nil

NVVV AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron Surface and Strength	Asphalt, PCN 61/F/C/X/T
2	Taxiway Width, Surface and Strength	Asphalt, PCN 61/F/C/X/T Taxiway width 26m
3	ACL Location and Elevation	ARP: 62ft THR RWY 11: 51ft, THR RWY 29: 70ft
4	VOR/INS Checkpoints	VOR checkpoint, north-east corner of the apron. R108 VLI VOR
5	Remarks	Nil

NVVV AD 2.9 Surface Movement Guidance, Control System and Markings

1	Use of Aircraft Stand ID Signs, TWY Guide Lines and Visual Docking/Parking Guidance System of Aircraft Stands	Nil
2	RWY and TWY Markings and LGT	RWY: Designators, centreline, thresholds, fixed distance markers and RWY edge marked TWY: Longitudinal and holding marked
3	Runway Guard Light	TWY only, flashing Runway Guard Light
4	Remarks	Nil

NVVV AD 2.10 Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
11/29	VOR 971ft fixed red	S17°39’44” E168°14’38”	Simbolo, Anaburu, Port Vila urban area 298ft fixed red	S17°43’06.76” E168°19’06.48”	
110m north of RWY 11 centreline	Klehms Hill 633ft fixed red	S17°40’08.43” E168°15’41.01”	TVL Water Tower Radio mast 4km south of aerodrome 481ft OCC red	S17°44’08.32” E168°19’13.13”	
322m south of RWY 11 centreline	Klehms Hill 656ft fixed red	S17°40’14.44” E168°15’25.83”	Digicel Communications mast 6.5km south of aerodrome 410ft fixed red	S17°45’28.25” E168°18’27.97”	
south of RWY 29 centreline	Bellevue Hill 508ft fixed red	S17°43’59.83” E168°21’01.43”	Ohlen 335ft 1.78km south of aerodrome Fixed red	S17°42’33.060” E168°19’08.100”	
			Wind Farm (11 masts) 10km SW of the aerodrome 690ft Fixed red		

NVVV AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorology Department Ministry of Infrastructure and Public Utilities Private Mail Bag 9054 Port Vila VANUATU Tel (678) 22 932 (forecast enquiries) (678) 24 686 (general enquiries) Fax (678) 22 310 TELEX Nil AFS NVVVYMYX
2	Hours of Service MET Office	H24
3	Office Responsible for TAF preparation Periods of Validity	Port Vila
4	Type of Landing Forecast Interval of Issuance	TAF, 0600, 1000 and 1600L
5	Briefing/Consultation Provided	Yes
6	Flight Documentation Language(s) Used	English
7	Charts and Other Information Available for Briefing or Consultation	Area forecast, ROFOR
8	Supplementary Equipment Available for Providing Information	Nil
9	ATS Units Provided with Information	Port Vila
10	Additional Information (Limitation of Service, etc)	Hourly METARs H24 plus 3-hourly collective METARs from stations listed in Table GEN 3.5-1

NVVV AD 2.12 RWY Physical Characteristics

Designations RWY NR	TRUE and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY	THR co-ordinates	THR elevation and highest elevation of TDZ of precision APP RWY	RWY Shoulders
1	2	3	4	5	6	7
11	118°T	2600 x 45	PCN 61/F/C/X/T ASPH	S17°41’33.69” E168°18’24.14”	51ft	7.5m wide
29	298°T	2600 x 45		S17°42’13.22” E168°19’42.14 ”	70ft	7.5m wide

NVVV AD 2.13 Declared Distances

Designations RWY NR	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
11	2600	2700	2600	2600	CWY 100 x 45
29	2600	2700	2600	2600	CWY 100 x 45

NVVV AD 2.14 Approach and RWY Lighting

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	Sequenced approach strobe LGT	LIL uni directional green, nil WBAR	PAPI 3.0° TCH 50ft	Nil	Nil	Light Intensity High bi-directional White LED lighting	LIL uni directional red, RENL	Nil	Circling guidance, LIL uni directional along approach path from Mele Point to THR RWY 11
29	Nil	LIL uni directional green, nil WBAR	PAPI 3.5° TCH 60ft	Nil	Nil	Light Intensity High bi-directional White LED lighting	LIL uni directional red	Nil	Nil

NVVV AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN Location, Characteristics and Hours of Operation	Nil
2	LDI Location and LGT Anemometer Location and LGT	Nil LDI Anemometer RWY 11 TDZ, fixed red Anemometer abeam TWR, fixed red
3	TWY Edge and Centreline LGT	Edge — LIL omnidirectional blue Centreline — nil
4	Secondary Power Supply/Switch-over	Automatic standby power
5	Wind Direction Indicator (Windsock)	Illuminated
6	Remarks	Apron — edge LIL omnidirectional blue, floodlighting

NVVV AD 2.16 Helicopter Landing Area

1	Co-ordinates TLOF or THR of FATO	Nil
2	TLOF and/or FATO ELEV m/ft	Nil
3	TLOF and FATO Area Dimensions, Surface, Strength, Marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared Distance Available	Nil
6	APP and FATO Lighting	Nil
7	Remarks	No TLOF and FATO specified. Helicopters to use aircraft movement areas.

NVVV AD 2.17 ATS Airspace

1	Designation and lateral limits	Port Vila CTR 20NM radius centred on Port Vila ARP	Port Vila TMA 50NM radius centred on Port Vila ARP
2	Vertical limits	SFC – 3500ft	3500ft – 9500ft
3	Airspace classification	D	D
4	ATS unit callsign, language	Port Vila TWR, English	Port Vila TWR, English
5	Transition altitude	11,000ft	11,000ft
6	Remarks	Located within Port Vila Sector of Nadi FIR	Located within Port Vila Sector of Nadi FIR

NVVV AD 2.18 ATS Communications Facilities

<table>
<tr><th>Service Designation</th><th>Callsign</th><th>Frequency</th><th>Hours of Operation</th><th>Remarks</th></tr>
<tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr>
<tr><td>APP</td><td rowspan="2">Port Vila Tower</td><td rowspan="3">120.7, 118.3, 5484, 6553, 8846</td><td rowspan="3">HO</td><td rowspan="2">Nil</td></tr>
<tr><td>TWR, FIS</td></tr>
<tr><td>AFIS, FIS</td><td>Vila Flight Service</td><td>When ATC not available</td></tr>
</table>

NVVV AD 2.19 Radio Navigation and Landing Aids

Type of Aid, CAT (for ILS), Variation	Identification	Frequency	Hours of Operation	Coordinates	Elevation of DME antenna	Remarks
1	2	3	4	5	6	7
NDB	BA	361	H24	S17°41'33.08" E168°16'06.68"	30m	No aux power. Standby power is provided by battery back-up (approx 12 hours). Any interruption beyond 12 hours will be covered by the installation of a portable generator. Rated coverage 100NM
VOR	VLI	114.3	H24	S17°39'43.671" E168°14'38"	5m	Rated coverage 100NM
DME	VLI	114.3	H24	S17°39'44" E168°14'38"	6m	Rated coverage 100NM
LOC	IBF	110.7	H24	S17°41'16.01" E168°19'37.70"	3m	Rated coverage 20NM
DME	IBF	110.7	H24	S17°41'17.47" E168°19'37.45"	4m	Rated coverage 20NM

NVVV AD 2.20 Local Traffic Regulations

20.1 Airport Regulations

20.1.1 At Port Vila when aerodrome control or AFIS is in operation, all departing international flights must advise the ATS unit when ready to start. Domestic IFR flights should also advise when ready to start during busy periods (i.e. when other aircraft are also starting or due to start).

20.1.2 Two-way radio communication required with Port Vila ATS.

20.2 Taxiing To and From Stands

20.2.1 Taxi confined to RWY and TWY.

20.3 Parking Area for General Aviation

20.3.1 On grass area to west of terminal and TWY.

20.4 Parking Area for Helicopters

20.4.1 On grass area to west of terminal and TWY.

20.5 Apron — Taxiing

20.5.1 Pilot responsibility.

20.6 Taxiing — Limitations

20.6.1 Nil.

20.7 Training Flights — Use of RWYs

20.7.1 No restrictions.

20.8 Helicopter Traffic — Limitations

20.8.1 No restrictions.

20.9 Removal of Disabled Aircraft from Runways

20.9.1 Responsibility of the aircraft operator. The aircraft owner or operator is responsible for removal of an aircraft disabled on, or adjacent to, the movement area; however, the Chief Executive of Airports Vanuatu Limited (Tel 678 25111 or Fax 678 25532 reserves the right to initiate the removal of an aircraft if removal is not completed within the prescribed period. Cost of this operation will be borne by the owner or operator and Airports Vanuatu Limited accepts no responsibility for loss or damage to the aircraft.

NVVV AD 2.21 Noise Abatement Procedures

21.1 General

21.1.1 No specific procedures are published.

NVVV AD 2.22 Flight Procedures

22.1 Position and Altitude Reporting — Local VFR Flights

22.1.1 Local VFR flights from Port Vila must report to ATS at intervals not exceeding 30 minutes. Under normal circumstances an "OPERATIONS NORMAL" call will suffice.

22.2 Position Reporting on Departure

22.2.1 At Port Vila pilots are required to make a departure report as soon as practicable after take-off. Departure reports must contain the following information in the order listed:

(a) **identification** — report radio callsign shown in the flight plan;

(b) the estimated set heading **time** in minutes past the hour;

(c) the **altitude** to the nearest 100ft, followed by the phrase **"CLIMBING TO"** followed by the cleared altitude for the initial portion of the flight;

(d) **next position and time over**

state the position at which the next report will be made and estimated time over the position in minutes past the hour.

22.3 Aerodrome Traffic Circuit Rules

22.3.1 RWY 11: Right hand

RWY 29: Left hand

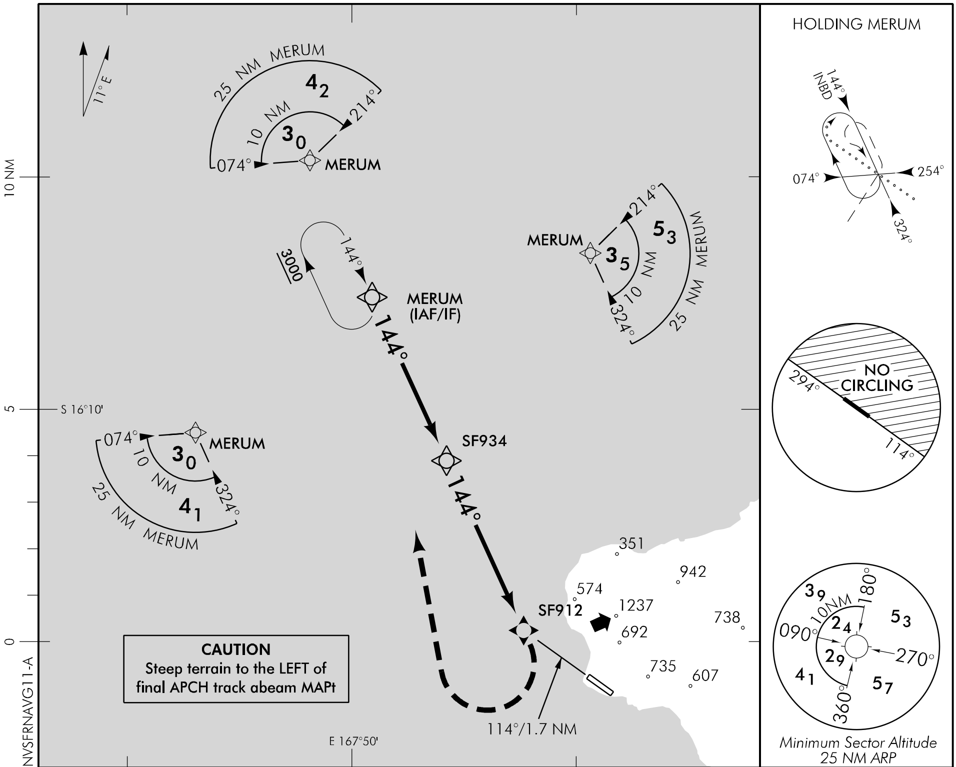
ELEV 72

RWY 11 THR ELEV 51

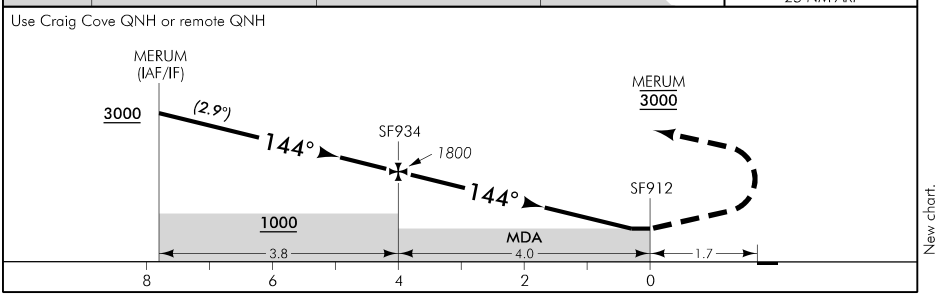
CAT A,B

CRAIG COVE
RNAV (GNSS) RWY 11

VILA TOWER/FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



Use Craig Cove QNH or remote QNH



MISSED APCH: Turn RIGHT direct to MERUM 3000

DISTANCE to WPT	MERUM	3	2	1	SF934	3	2	1	0.3	SF912
Advisory Altitude 5%	3000	2700	2400	2100	1800	1500	1200	900	MDA	MDA

Category	A	B	C	D
LNAV	**710**(659) – 3200		NA	
Circling *	**710**(638) – 3200	**730**(658) – 3200	NA	

*** Circling NA NE of RWY 11/29**

CRAIG COVE
RNAV (GNSS) RWY 11

AIRPORTS
VANUATU

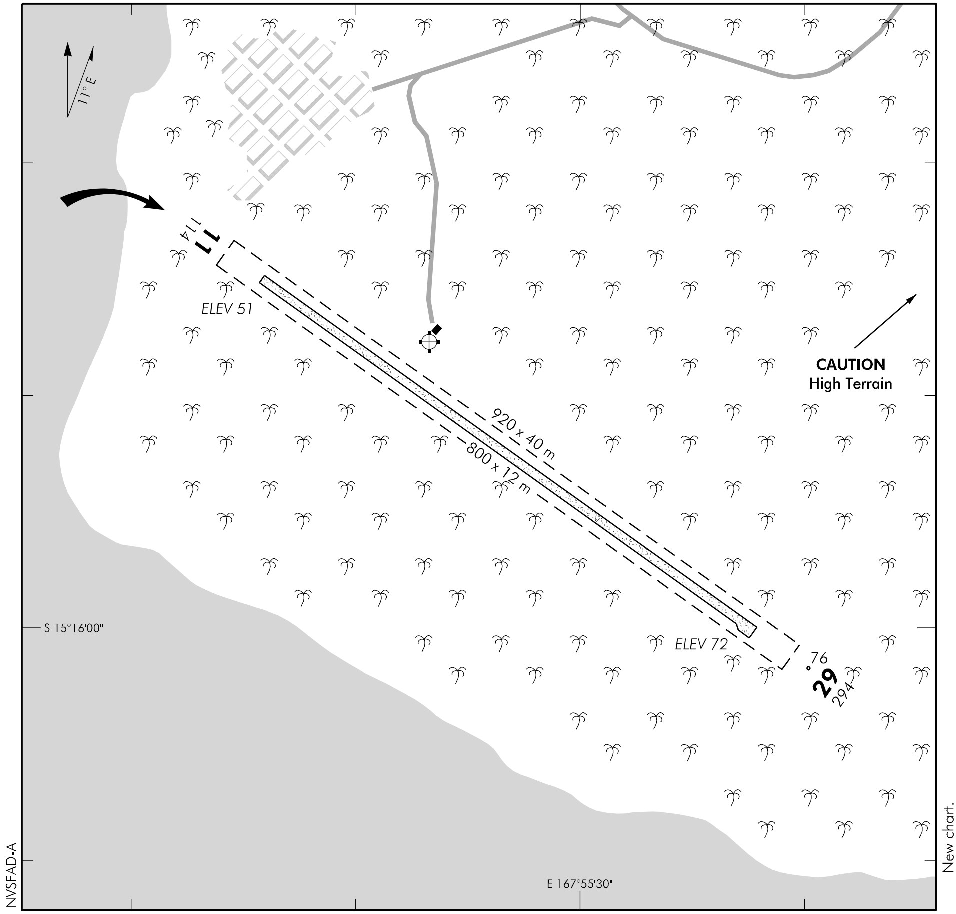
ELEV 72

NVSF

CRAIG COVE
AERODROME

NON-CERTIFICATED

VILA TOWER/FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



1. Circuit direction: RWY 11 – Right hand
RWY 29 – Left hand

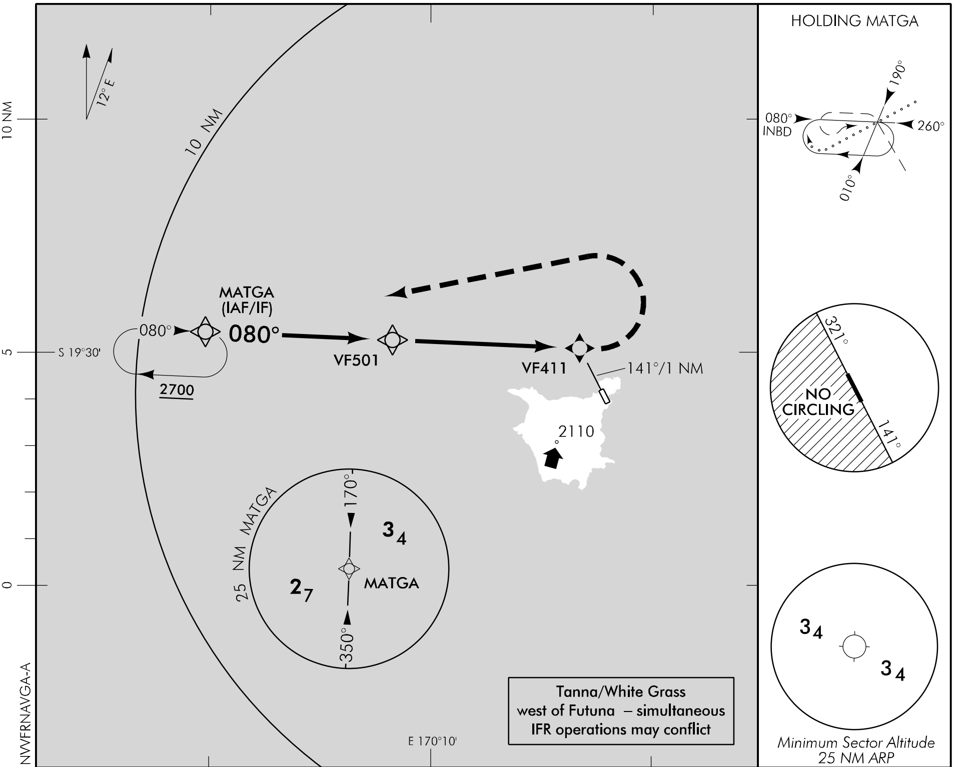
AIRPORTS
VANUATU

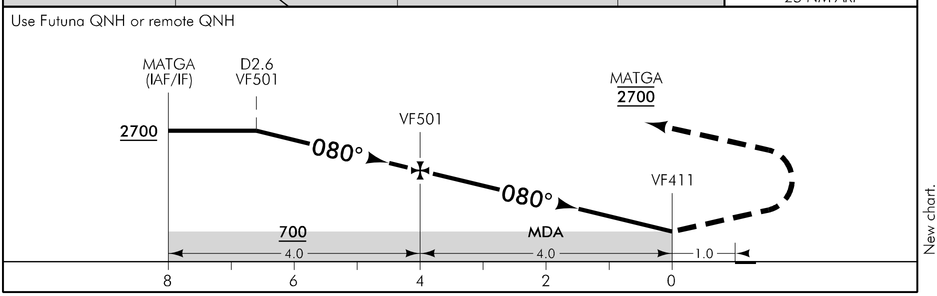
ELEV 93
NVVF

CAT A,B

FUTUNA
RNAV (GNSS) A

VILA TOWER/FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1





MISSED APCH: Turn LEFT direct to MATGA 2700

DISTANCE to WPT	MATGA	3	2	1	VF501	3	2	1	VF411
Advisory Altitude 5%	3100	2800	2500	2200	1900	1600	1300	1000	MDA

Category	A	B	C	D
Circling *	**690**(597) – 1900	**690**(597) – 2800	NA	

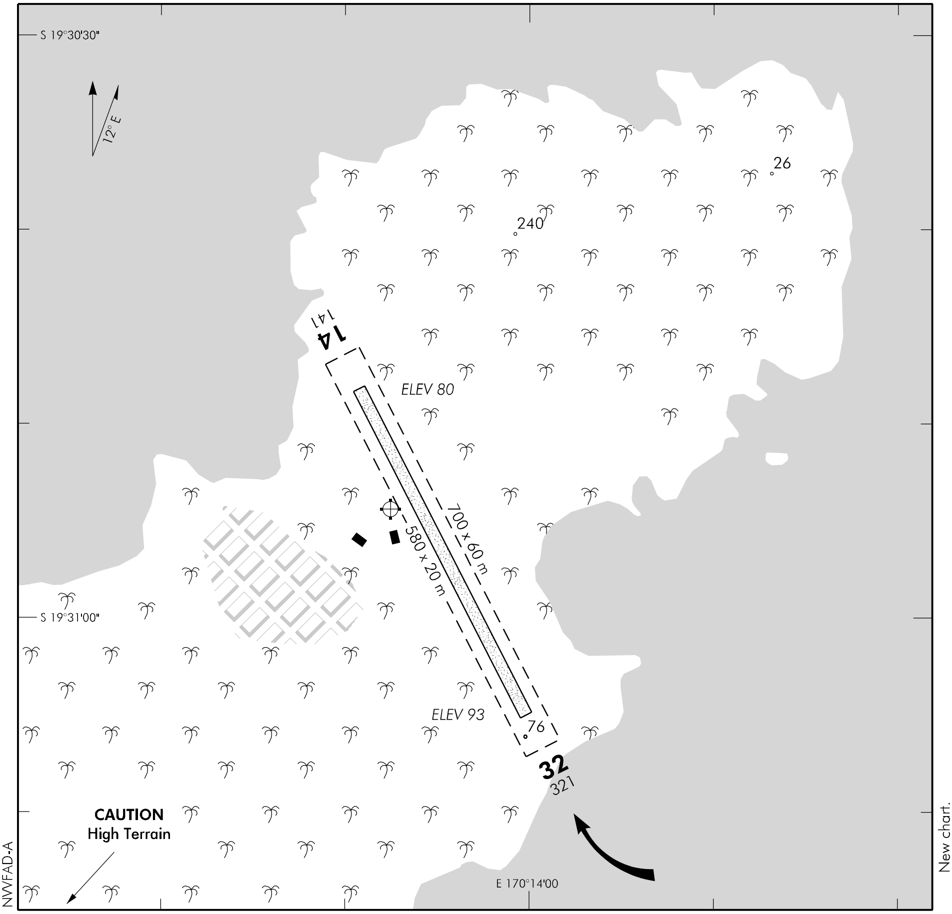
*** Circling NA west of RWY 14/32**

AIRPORTS
VANUATU

ELEV 93 **FUTUNA**

NVVF NON-CERTIFICATED **AERODROME**

VILA TOWER/FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



1. Circuit direction: RWY 14 – Left hand
   RWY 32 – Right hand
2. Severe turbulence with strong down drafts and wind shear can be expected during stong wind conditions

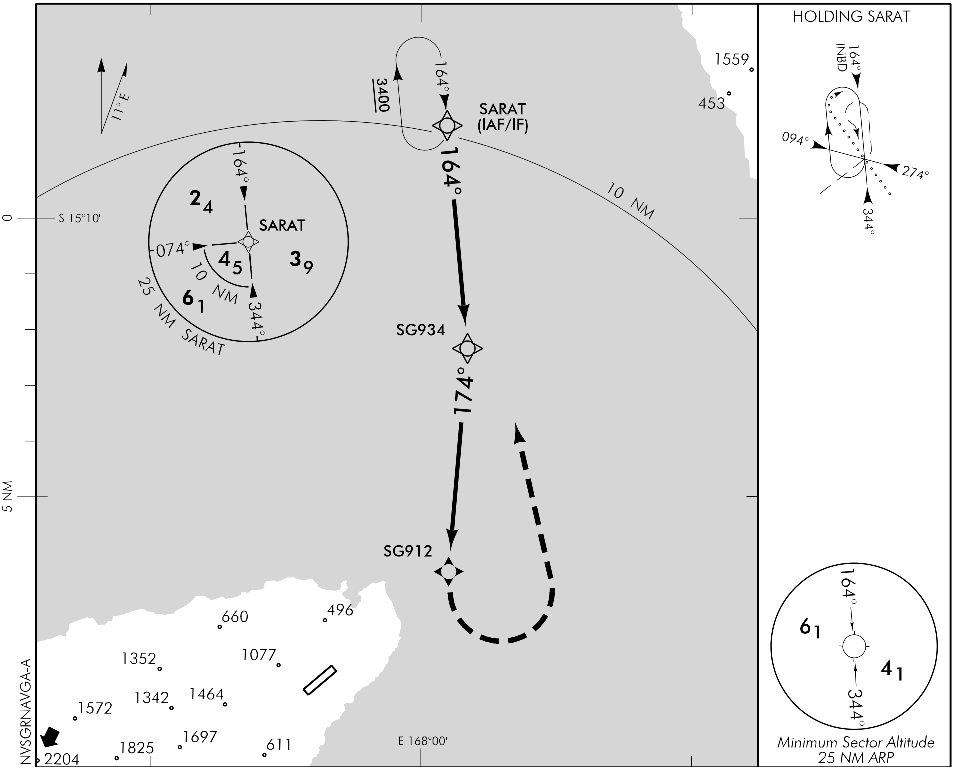
AIRPORTS
VANUATU

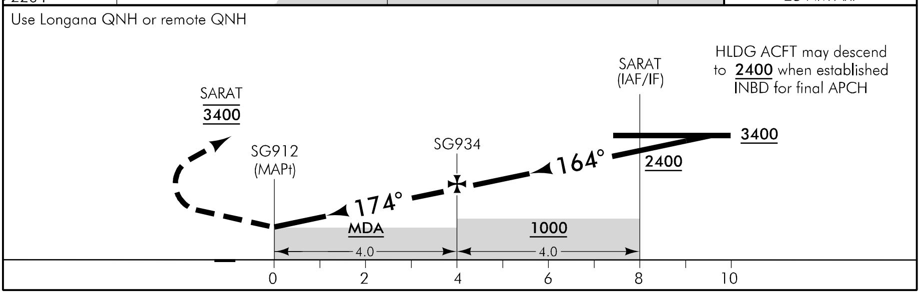
ELEV 126
NVSG

CAT A,B

LONGANA
RNAV (GNSS) A

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1





New chart.

MISSED APCH: Turn LEFT, direct SARAT 3400

DISTANCE to WPT	SG912	1	2	3	SG934	1	2	3	SARAT
Advisory Altitude 5%	MDA	1100	1400	1700	2000	2300	2600	2900	3200

Category	A	B	C	D
Circling *	**790**(664) – 2800		NA	

* By prescribed track to RWY 22 only. See Chart NVSG AD 2-45.2

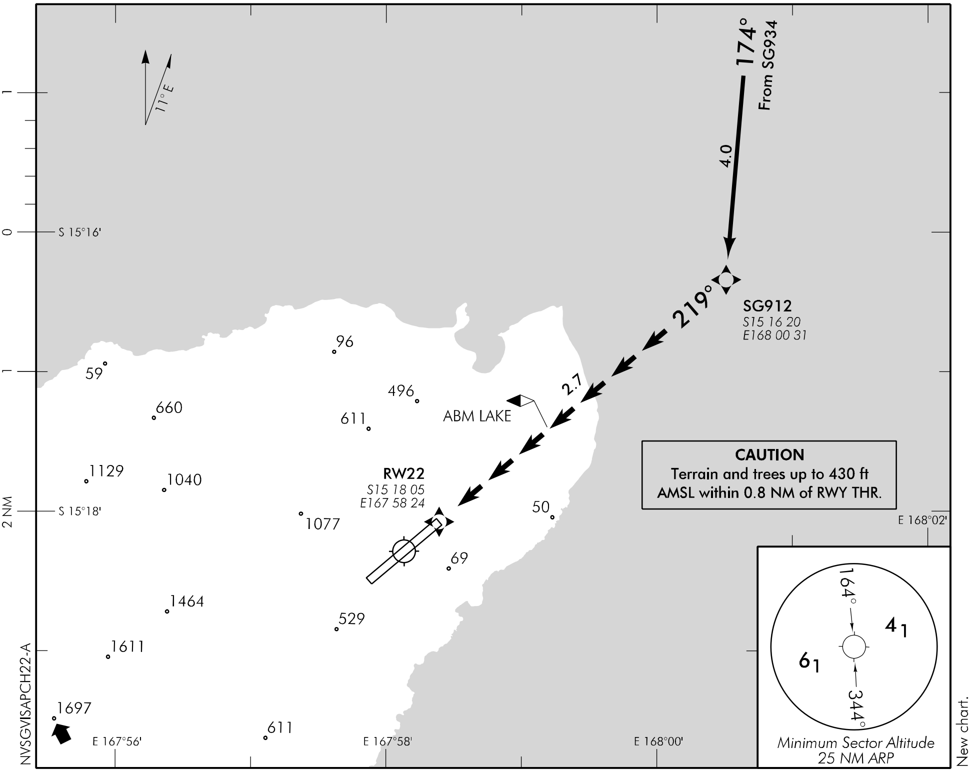
ELEV 126

RWY 22 THR ELEV 56

CAT A,B

LONGANA
CIRCLING RWY 22
By Prescribed Track

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



Category	A	B	C	D
Circling	**790**(664) – 2800		NA	
Use Longana QNH or remote QNH				

1. Pilot-in-command must be familiar with the aerodrome and surrounding geographical features.

2. Prescribed track to RWY 22 only must be flown and visual reference with terrain must be maintained. No other visual manoeuvring permitted.

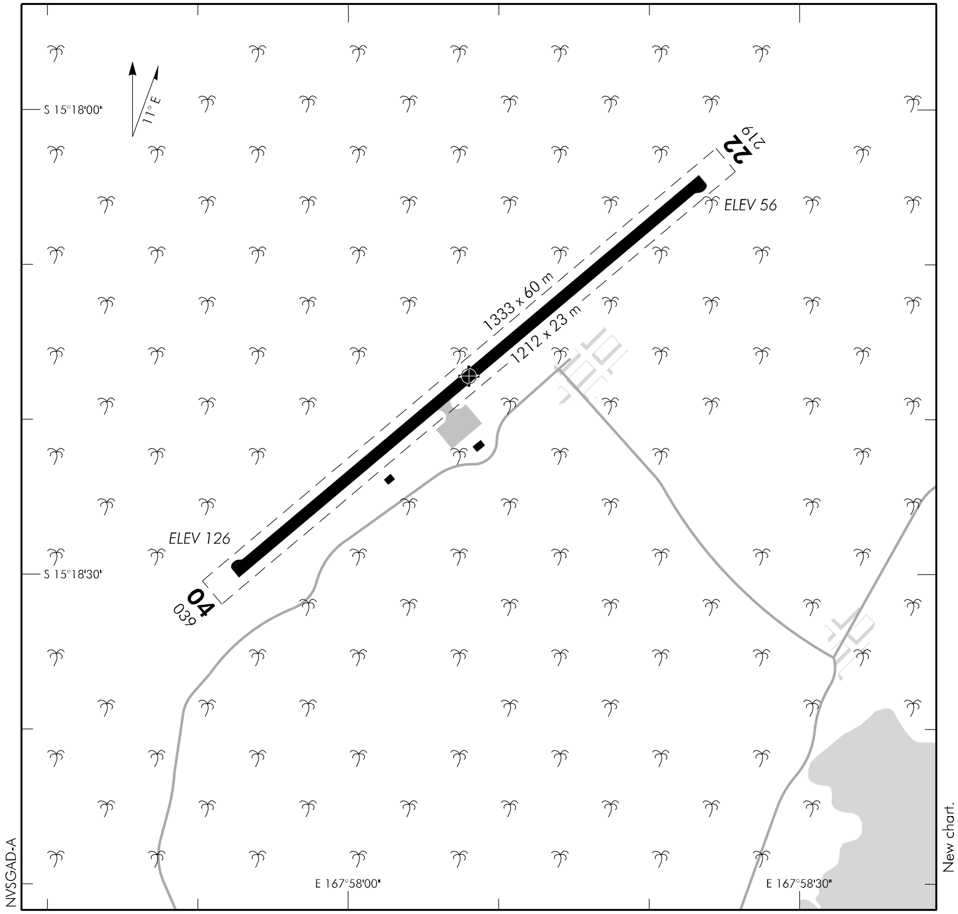
3. In the event of visual reference being lost, turn LEFT immediately to track 090° and climb to **3400** then join RNAV (GNSS) A missed approach procedure.

LONGANA
CIRCLING RWY 22
By Prescribed Track

ELEV 126 **LONGANA**

NVSG **AERODROME**

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



1. Take-off: RWY 04 – Right hand
   Land: RWY 22 – Left hand
2. In strong south-east wind expect strong crosswind and windshear on final approach.

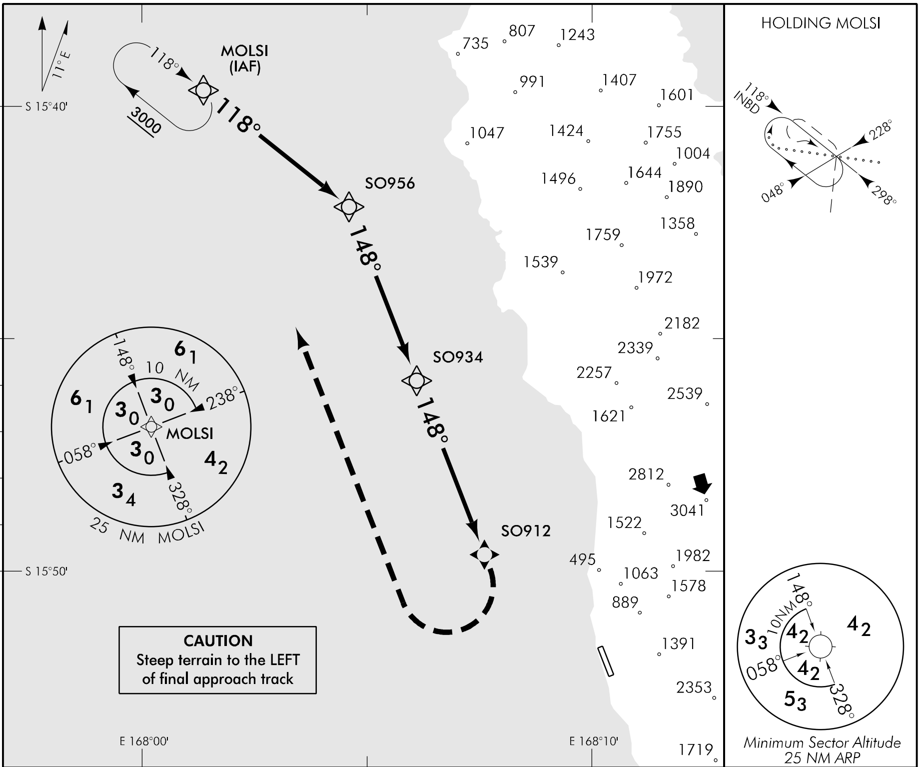
AIRPORTS
VANUATU

ELEV 39
NVSO

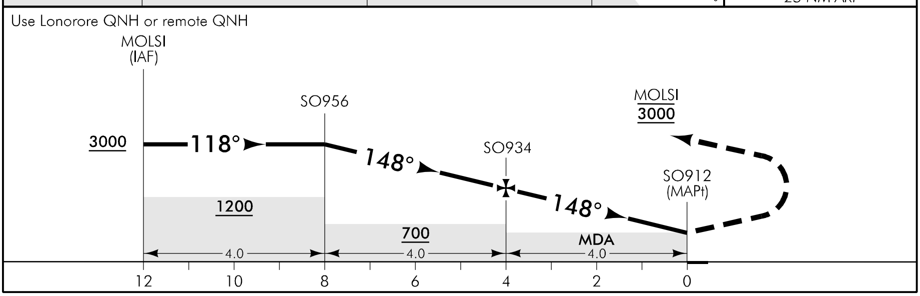
CAT A,B

LONORORE
RNAV (GNSS) A

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



NVSORNAVGA-B



Changes from 2 FEB 17: MNM SECT ALT - 10NM label added to sub-sector radius.

MISSED APCH: Turn RIGHT, direct MOLSI 3000

DISTANCE to WPT	MOLSI	3	2	1	SO956	3	2	1	SO934	3	2	1	SO912
Advisory Altitude 5%	4150	3850	3550	3250	2950	2650	2350	2050	1750	1450	1150	850	MDA

Category	A	B	C	D
Visual Approach *	**540**(501) – 2800		NA	

*** By prescribed track to RWY 15 only. See Chart NVSO AD 2 - 45.2**

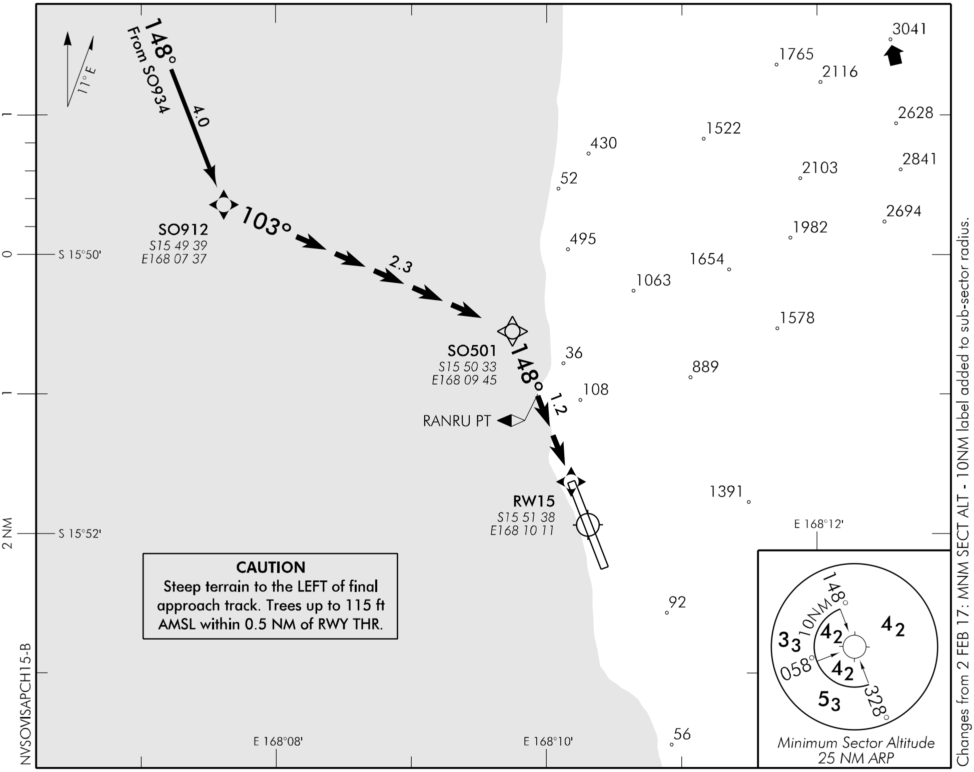
ELEV 39

RWY 15 THR ELEV 14

CAT A,B

LONORORE
VISUAL APPROACH RWY 15
By Prescribed Track

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



Category	A	B	C	D
Visual Approach	**540**(501) – 2800		NA	
Use Lonorore QNH or remote QNH				

1. Pilot-in-command must be familiar with the aerodrome and surrounding geographical features.

2. Prescribed tracks to RWY 15 only must be flown and visual reference with terrain must be maintained. No other visual manoeuvring permitted.

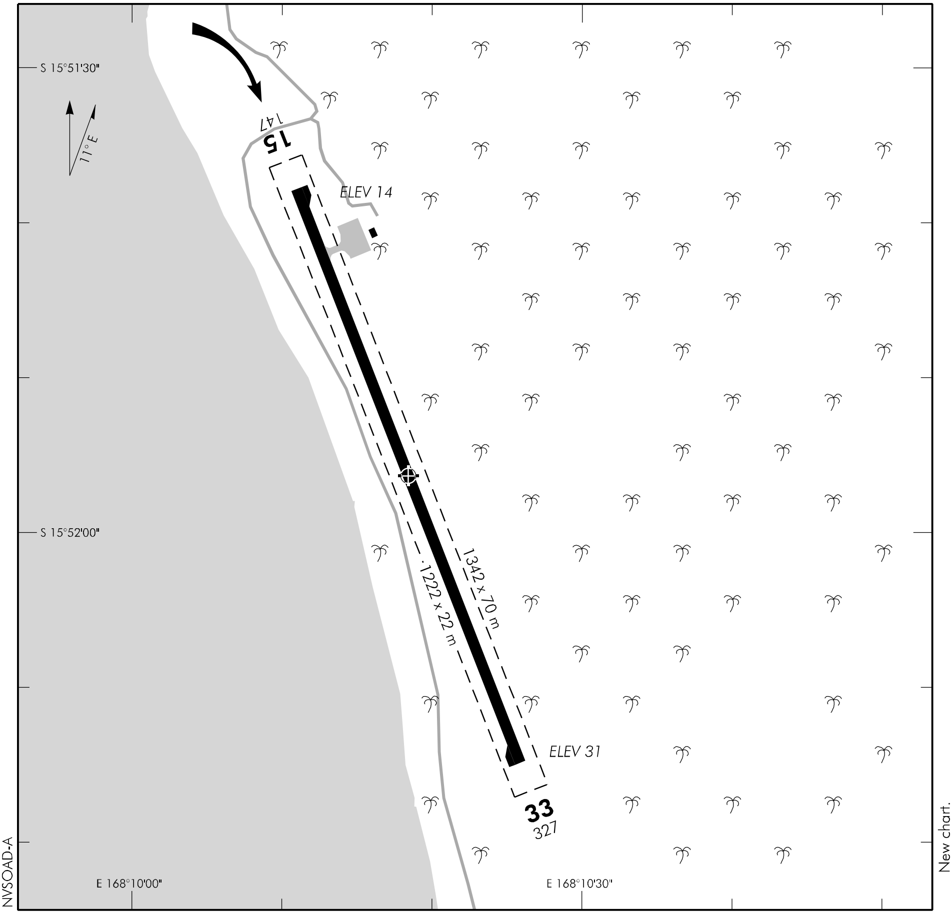
3. In the event of visual reference being lost, turn RIGHT immediately to track 270° and climb to **3000** then join RNAV (GNSS) A missed approach procedure.

LONORORE
VISUAL APPROACH RWY 15
By Prescribed Track

ELEV 39 **LONORORE**

NVSO NON-CERTIFICATED **AERODROME**

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



1. Circuit direction: RWY 15 – Right hand
   RWY 33 – Left hand
2. In strong easterly winds expect turbulence and wind shear on final appoach.

AIRPORTS
VANUATU

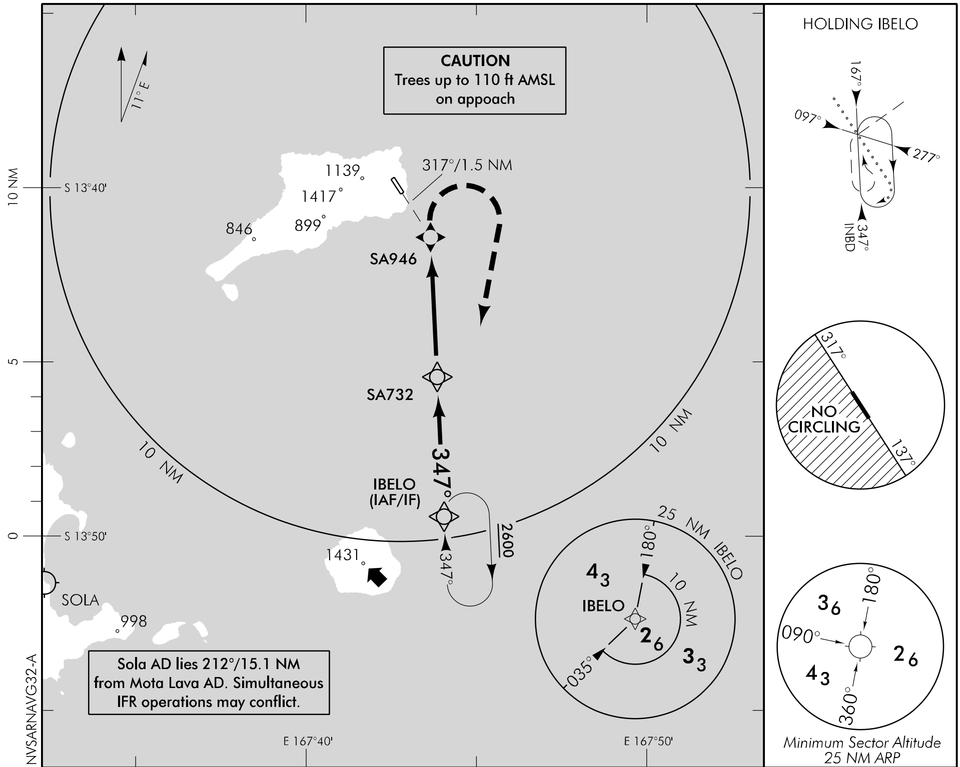
ELEV 88

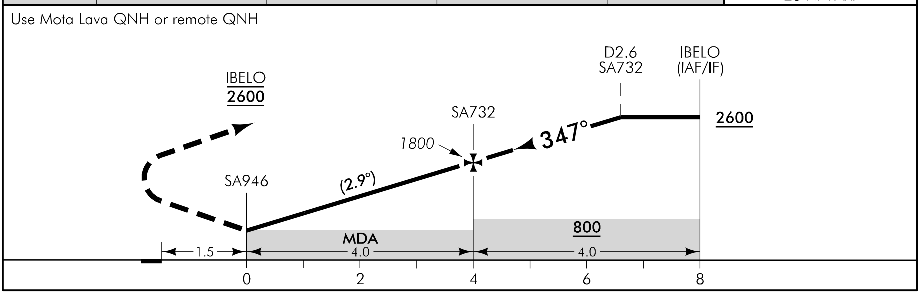
RWY 32 THR ELEV 88

CAT A,B

MOTA LAVA
RNAV (GNSS) RWY 32

SANTO FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1





New chart.

MISSED APCH: Turn RIGHT, direct to IBELO 2600

DISTANCE to WPT	SA946	1	2	3	SA732	1	2	3	IBELO
Advisory Altitude 5%	MDA	900	1200	1500	1800	2100	2400	2700	3000

Category	A	B	C	D
LNAV	**600**(512) – 2800		NA	
Circling *	**600**(512) – 2800		NA	

*** Circling NA west of RWY 14/32**

AIRPORTS
VANUATU

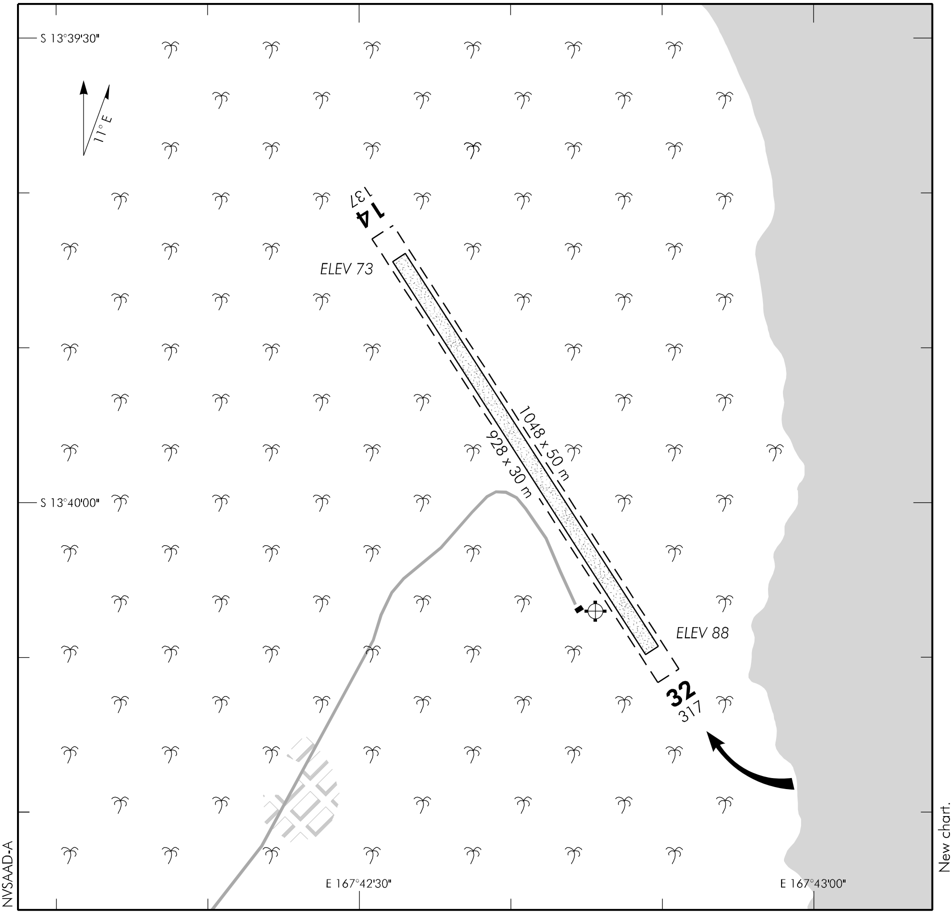
ELEV 88

NVSA

MOTA LAVA AERODROME

NON-CERTIFICATED

SANTO FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



1. Circuit direction: RWY 14 – Left hand
   RWY 32 – Right hand

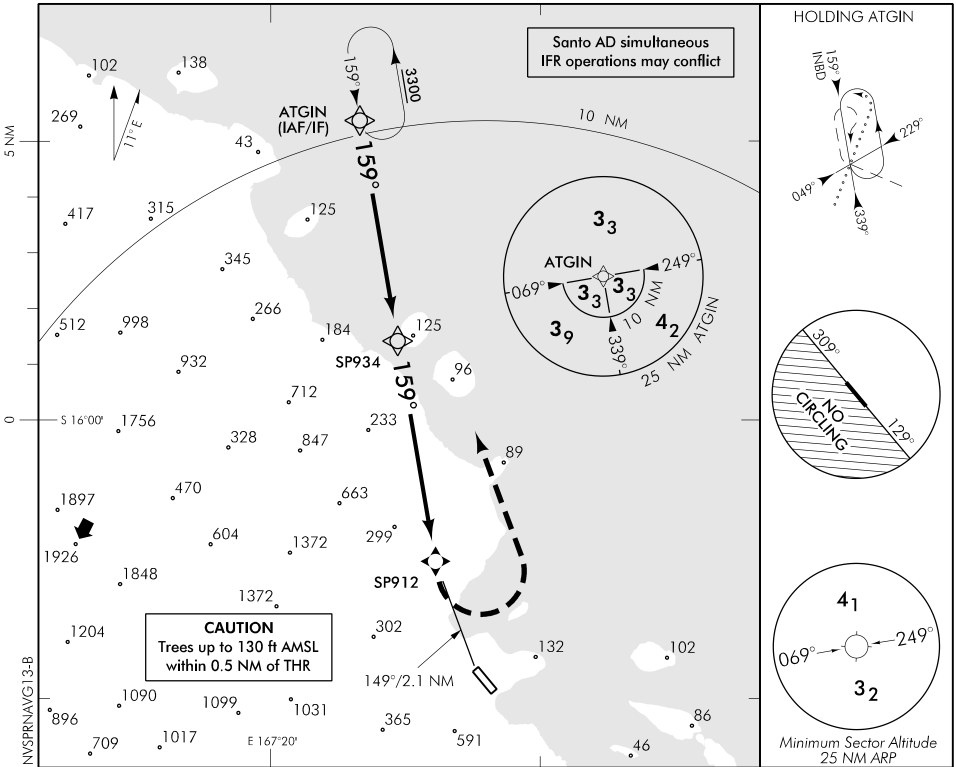
AIRPORTS
VANUATU

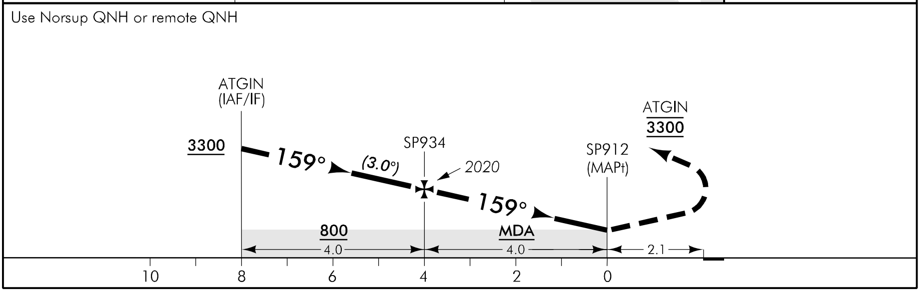
ELEV 28
RWY 13 THR ELEV 28

CAT A,B

NORSUP
RNAV (GNSS) RWY 13

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1





Changes from 2 FEB 17: Santo/Pekoa text reference amended to Santo.

MISSED APCH: Turn LEFT direct ATGIN 3300

DISTANCE to WPT	ATGIN	3	2	1	SP934	3	2	1	SP912
Advisory Altitude 5.2%	3300	2980	2660	2340	2020	1700	1380	1070	MDA

Category	A	B	C	D
LNAV	**750**(722) – 4000		NA	
Circling *	**860**(832) – 4000	**1580**(1552) – 4000	NA	

*** Circling NA West of RWY 13/31**

AIRPORTS
VANUATU

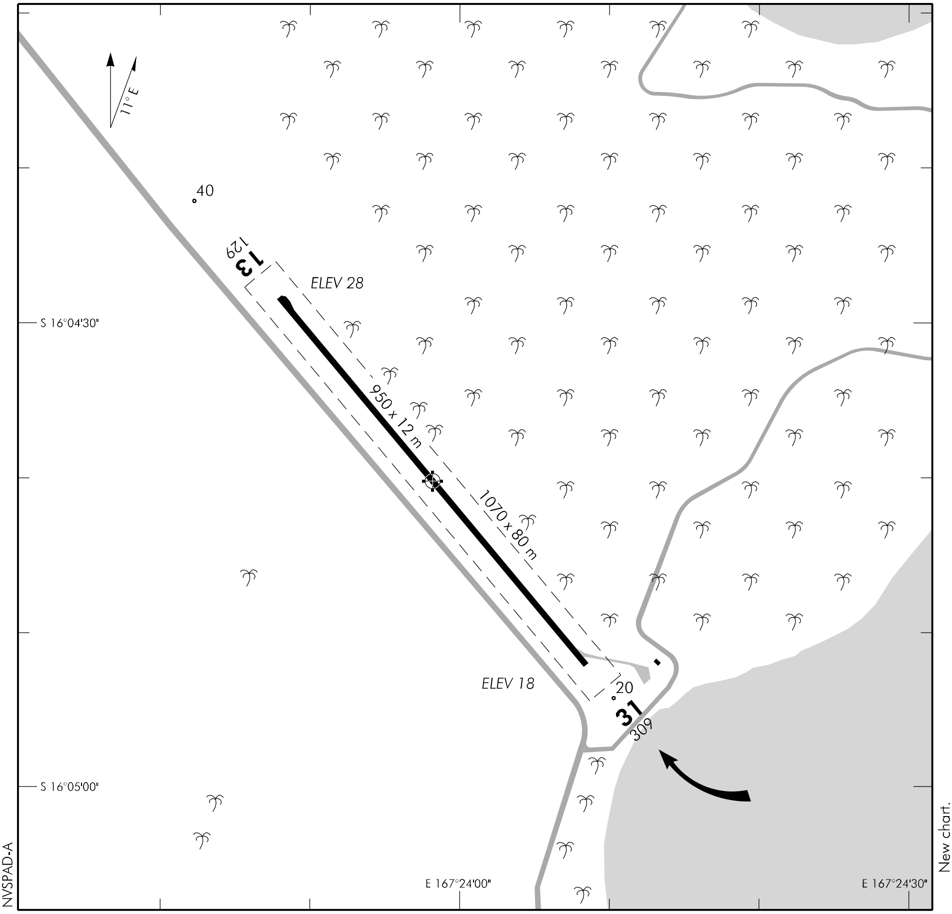
ELEV 28

NVSP

NON-CERTIFICATED

NORSUP AERODROME

SANTO FLIGHT SERVICE: 118.1 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



1. Circuit direction: RWY 13 – Left hand
   RWY 31 – Right hand
2. In strong wind expect turbulence and wind shear.

AIRPORTS
VANUATU

ELEV 184

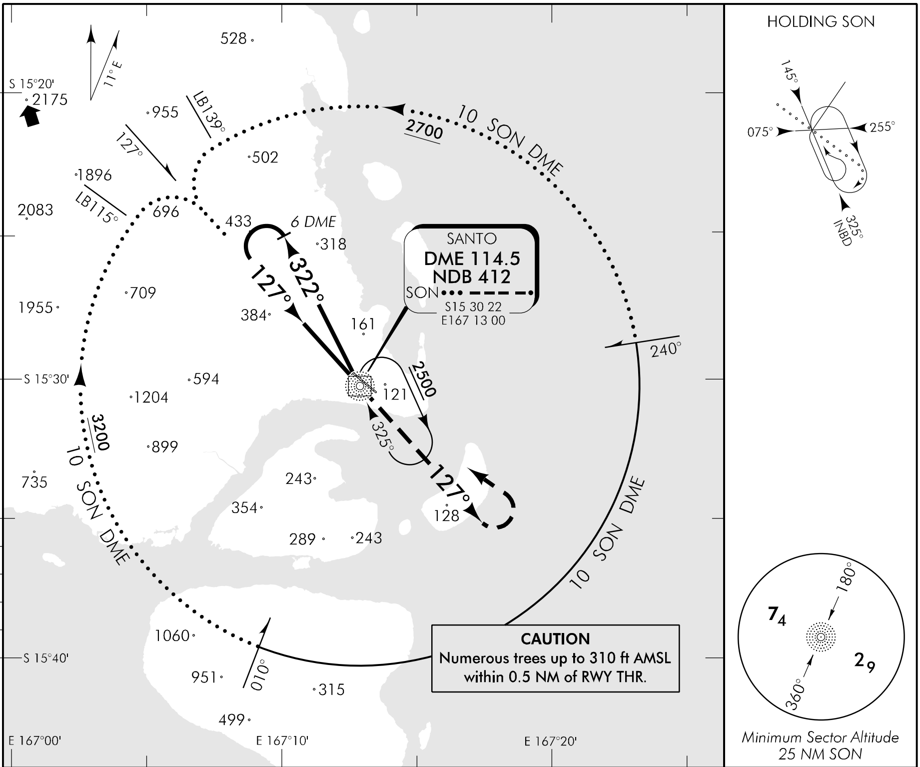
CAT A,B

SANTO

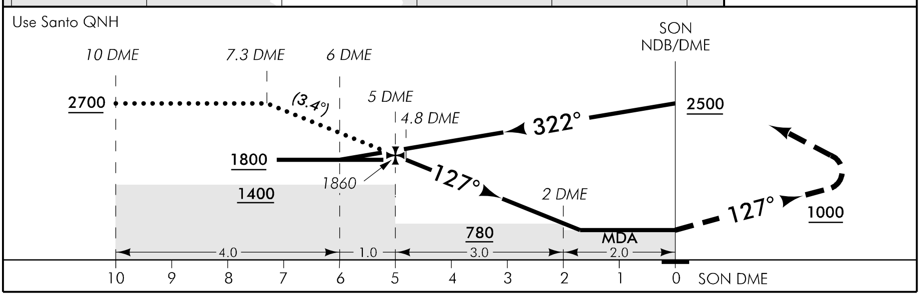
RWY 12 THR ELEV 184

NDB/DME RWY 12

SANTO FLIGHT SERVICE: 118.1 5484 6553



NVSSND12AB-D



Changes from 2 FEB 17: AD name amended to SANTO.

MISSED APCH: Track 127° from SON NDB to **1000**, turn LEFT direct to SON NDB **2500**

SON DME DIST	10	9	8	7	6	5	4	3	2	1.7	MAPt
Advisory Altitude 5.9%	3660	3300	2940	2580	2220	1860	1500	1140	780	MDA	MDA

Category	A	B	C	D
NDB/DME	**680**(496) – 2000		NA	
Circling	**740**(556) – 2000	**790**(606) – 2800		

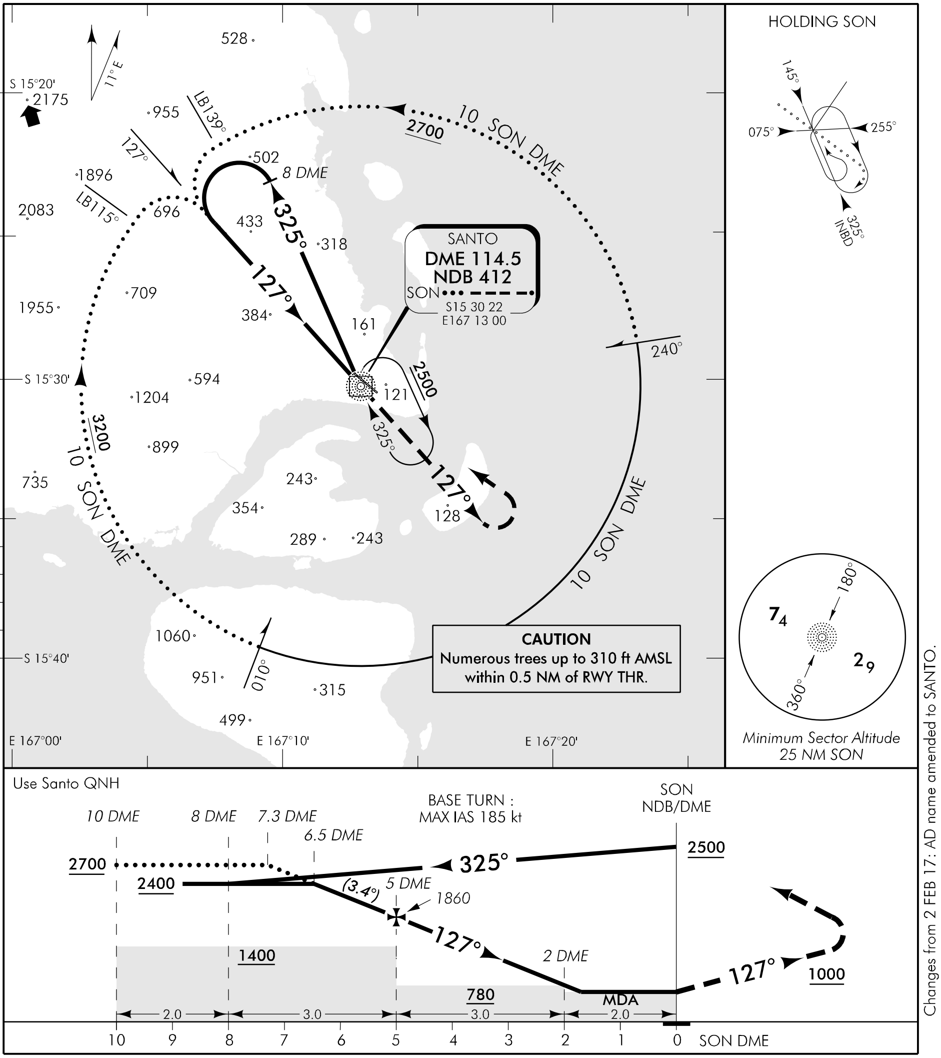
ELEV 184

RWY 12 THR ELEV 184

SANTO FLIGHT SERVICE: 118.1 5484 6553

CAT C

SANTO
NDB/DME RWY 12



MISSED APCH: Track 127° from SON NDB to 1000, turn LEFT direct to SON NDB 2500

SON DME DIST	10	9	8	7	6	5	4	3	2	1.7	MAPt
Advisory Altitude 5.9%	3660	3300	2940	2580	2220	1860	1500	1140	780	MDA	MDA

Category	A	B	C	D
NDB/DME	NA		**680**(496) – 2800	NA
Circling	NA		**1020**(836) – 3700	NA

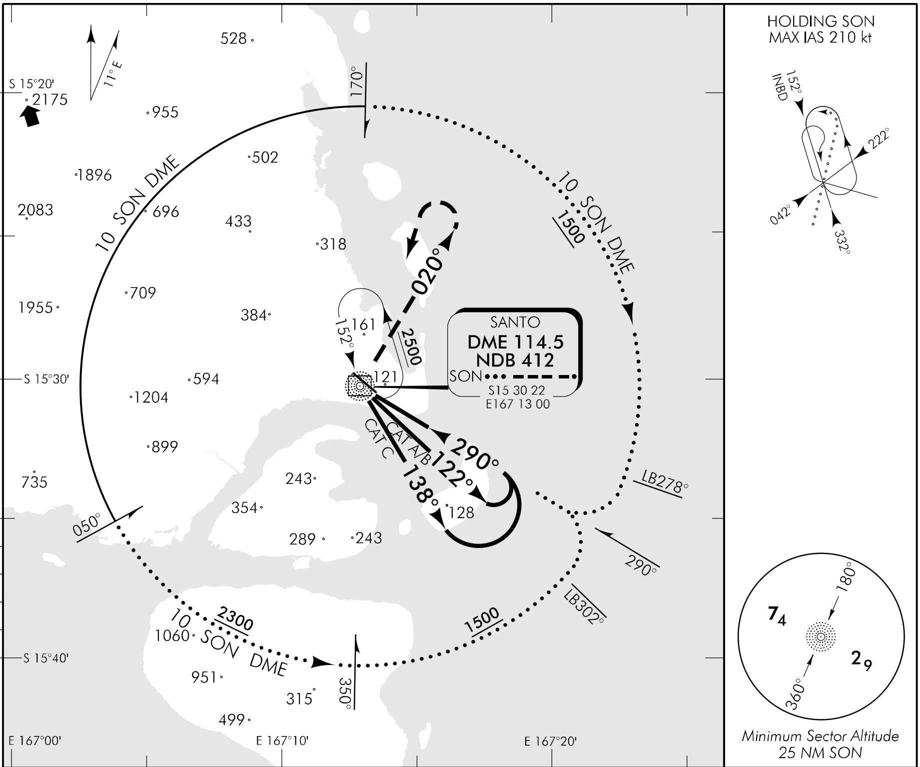
ELEV 184

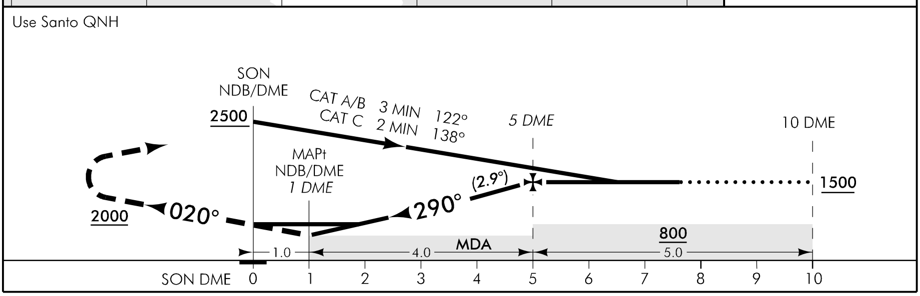
RWY 30 THR ELEV 112

SANTO FLIGHT SERVICE: 118.1 5484 6553

CAT A,B,C

SANTO
NDB/DME or NDB RWY 30





NVSSNDN30C-D

Changes from 2 FEB 17: AD name amended to SANTO.

MISSED APCH: Turn RIGHT, track 020° from SON NDB to 2000, turn LEFT direct to SON NDB 2500

SON DME DIST	MAPt 1	1.9	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	600	900	1200	1500	1800	2100	2400	2700	3000

Category	A	B	C	D
NDB/DME	**540**(428) – 1600		**540**(428) – 2400	NA
NDB	**600**(488) – 2000		**600**(488) – 2800	
Circling	**740**(556) – 2000	**790**(606) – 2800	**1020**(836) – 3700	

SANTO
NDB/DME or NDB RWY 30

AIRPORTS
VANUATU

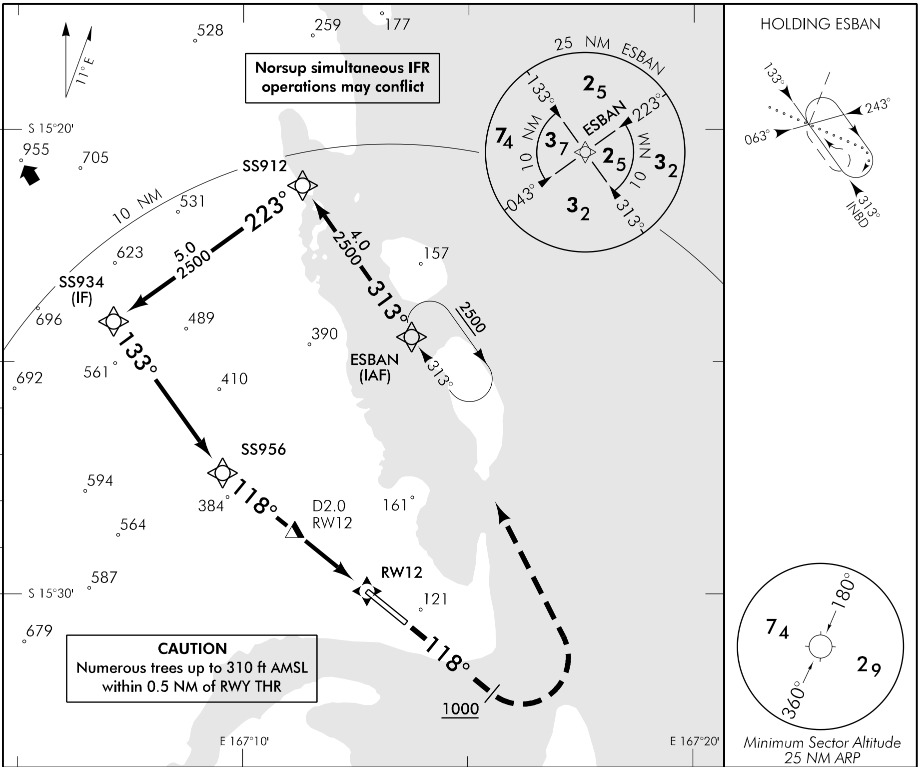
ELEV 184

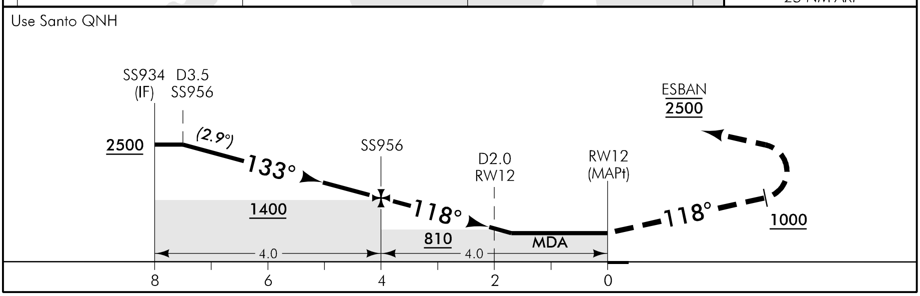
RWY 12 THR ELEV 184

SANTO FLIGHT SERVICE: 118.1 5484 6553

CAT A,B,C

SANTO
RNAV (GNSS) RWY 12





Changes from 2 FEB 17: AD name amended to SANTO.

MISSED APCH: Track 118° to 1000, turn LEFT direct to ESBAN 2500

DISTANCE to WPT	SS934	3	2	1	SS956	3	2	1.7	RW12
Advisory Altitude 5%	2650	2350	2050	1750	1450	1150	850	MDA	MDA

Category	A	B	C	D
LNAV	**740**(556) – 2000		**740**(556) – 3200	NA
Circling	**740**(556) – 2000	**790**(606) – 2800	**1020**(836) – 3700	NA

Effective: 17 JUN 21

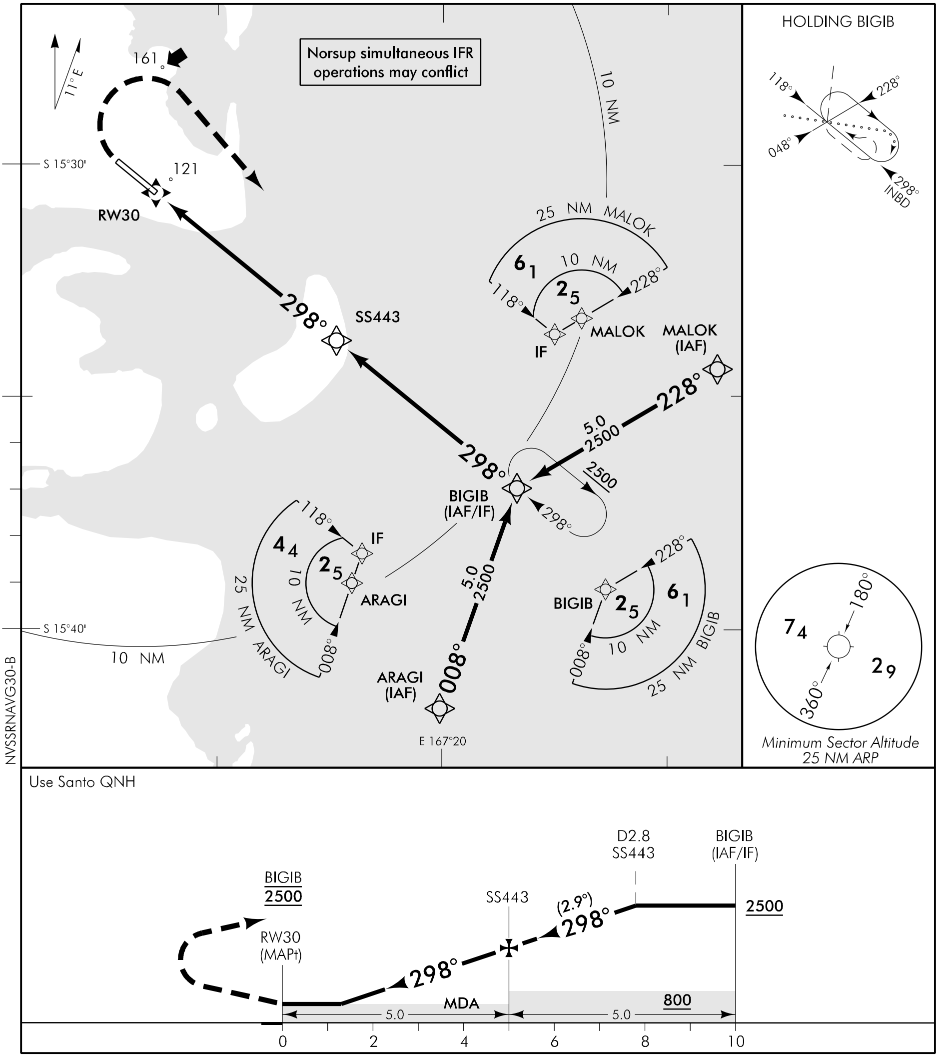
ELEV 184

RWY 30 THR ELEV 112

SANTO FLIGHT SERVICE: 118.1 5484 6553

CAT A,B,C

SANTO
RNAV (GNSS) RWY 30



Changes from 2 FEB 17: AD name amended to SANTO.

MISSED APCH: Turn RIGHT direct to BIGIB 2500

DISTANCE to WPT	RW30	1.3	2	3	4	SS443	1	2	3	4	BIGIB
Advisory Altitude 5%	MDA	MDA	750	1050	1350	1650	1950	2250	2550	2850	3150

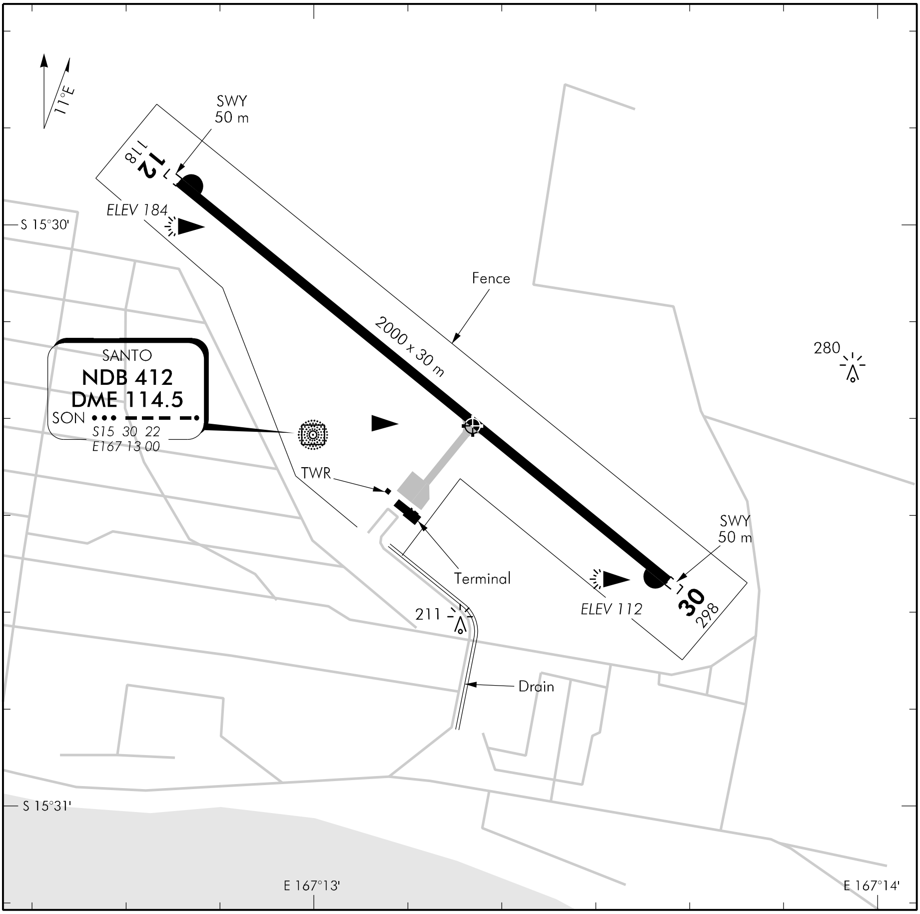
Category	A	B	C	D
LNAV	**550**(438) – 1600		**550**(438) – 2400	NA
Circling	**740**(556) – 2000	**790**(606) – 2800	**1020**(836) – 3700	NA

SANTO
RNAV (GNSS) RWY 30

ELEV 184

SANTO
AERODROME

SANTO FLIGHT SERVICE: 118.1 5484 6553



Changes from 2 FEB 17: AD name amended to SANTO.

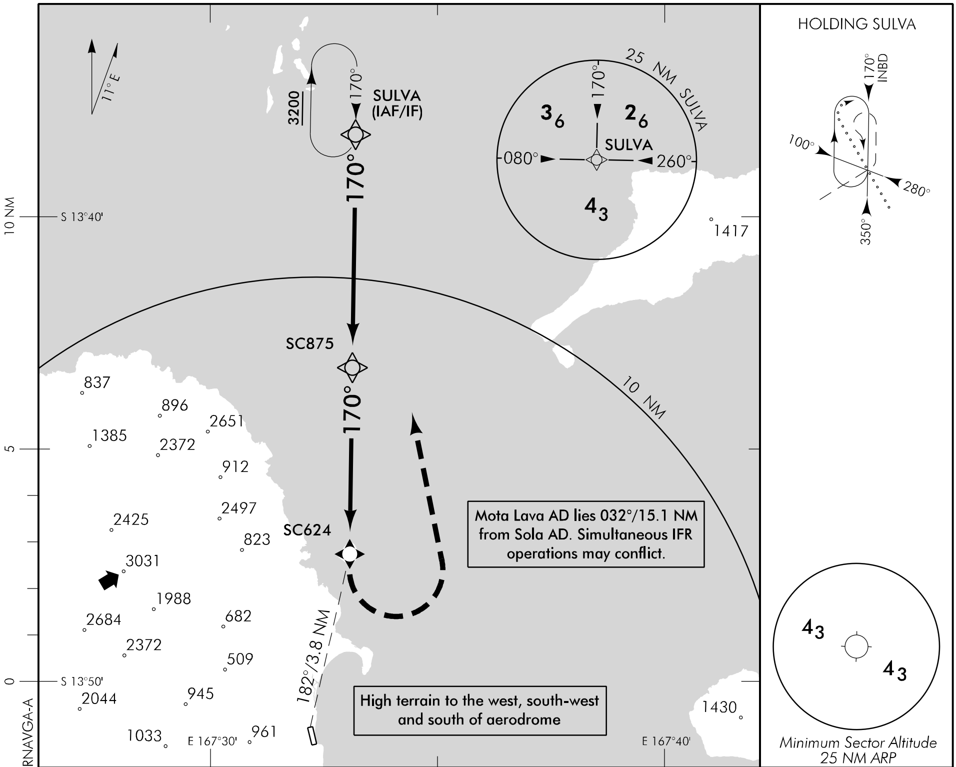
1. Lighting
   - – RWY 12/30 LIL
   - – TWY – edge blue
   - – Apron – edge blue
   - – Turning nodes – edge blue
   - – Standby power available

AIRPORTS
VANUATU

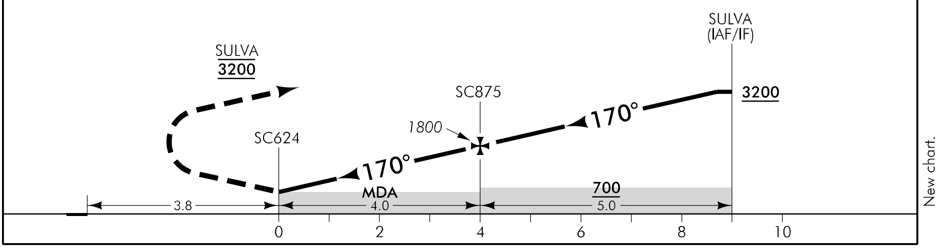
ELEV 15 CAT A,B **SOLA**

NVSC **RNAV (GNSS) A**

SANTO FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



Use Sola QNH or remote QNH



MISSED APCH: Turn LEFT direct to SULVA 3200

DISTANCE to WPT	SC624	1	2	3	SC875	1	2	3	4	SULVA
Advisory Altitude 5%	MDA	900	1200	1500	1800	2100	2400	2700	3000	3300

Category	A	B	C	D
Visual Approach *	**580**(565) – 2800		NA	

* **By prescribed track to RWY 16 only. See Chart NVSC AD 2 - 45.2**

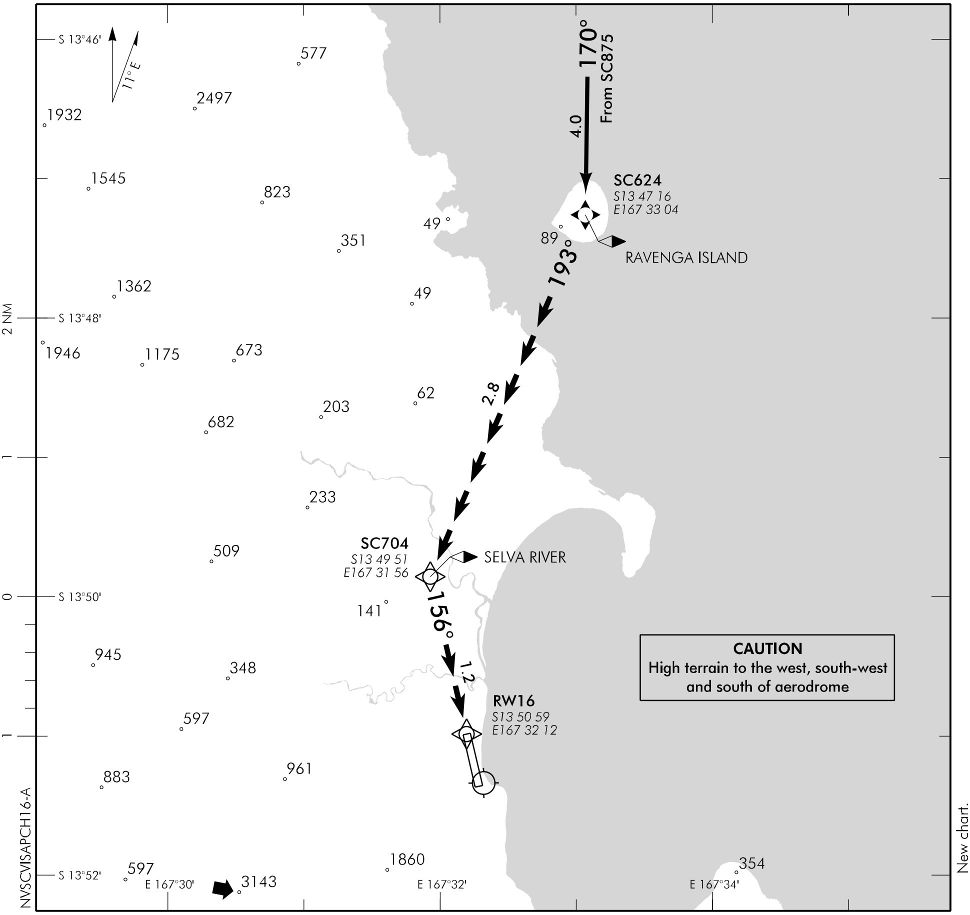
ELEV 15

RWY 16 THR ELEV 15

CAT A,B

SOLA
VISUAL APPROACH RWY 16
By Prescribed Track

SANTO FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



Category	A	B	C	D
Visual Approach	**580**(565) – 2800		NA	NA
Use Sola QNH or remote QNH				

1. Pilot in command must be familiar with the airfield and surrounding topographical features.

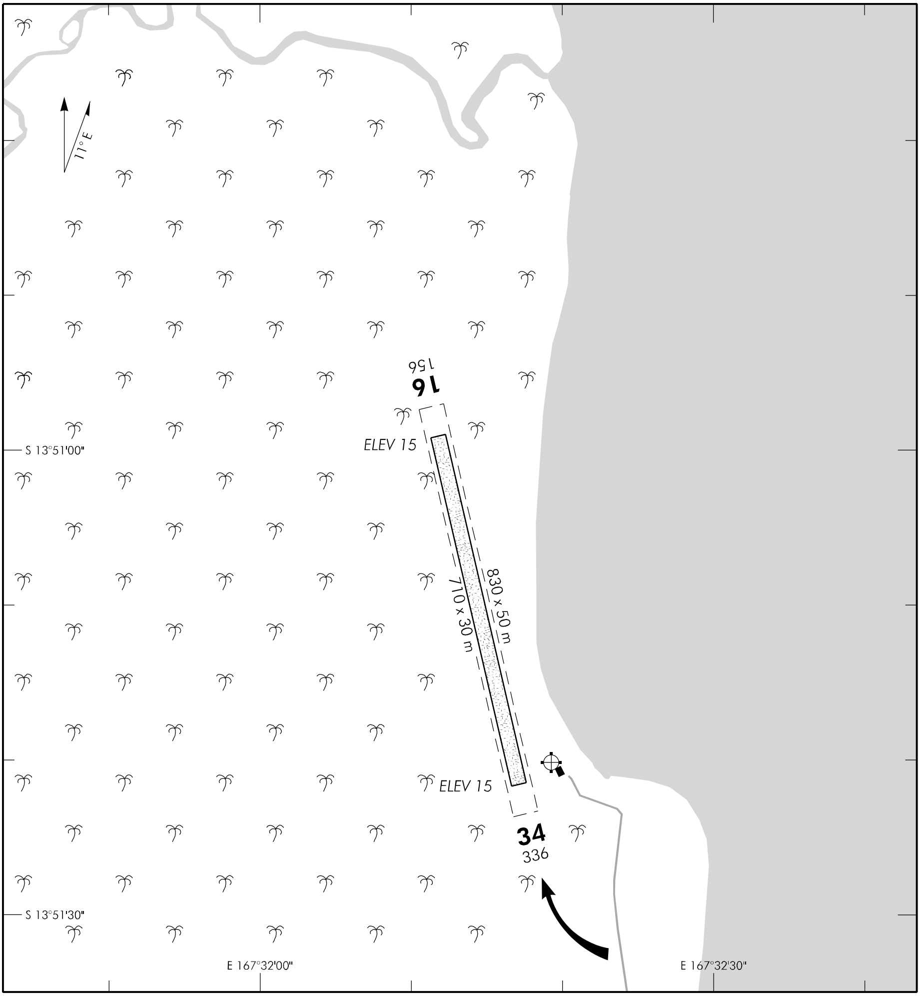
2. Prescribed visual track to RWY 16 only must be flown and visual reference with terrain must be maintained. No other visual manoeuvring permitted.

3. In the event of visual reference being lost, turn LEFT immediately, track 090°, climb to **1000** then turn LEFT direct to SULVA **3200**

ELEV 15 **SOLA**

NVSC NON-CERTIFICATED **AERODROME**

SANTO FLIGHT SERVICE: 5484 6553 *ATIS*: NIL *UNATTENDED*: 119.1



New chart.

1. Circuit direction: RWY 16 – Left hand
   RWY 34 – Right hand
2. High terrain to the west, south-west and south of the aerodrome.
3. Expect turbulence and wind shear in strong southeasterly winds.
4. Approach and side surfaces penetrated by vegetation.

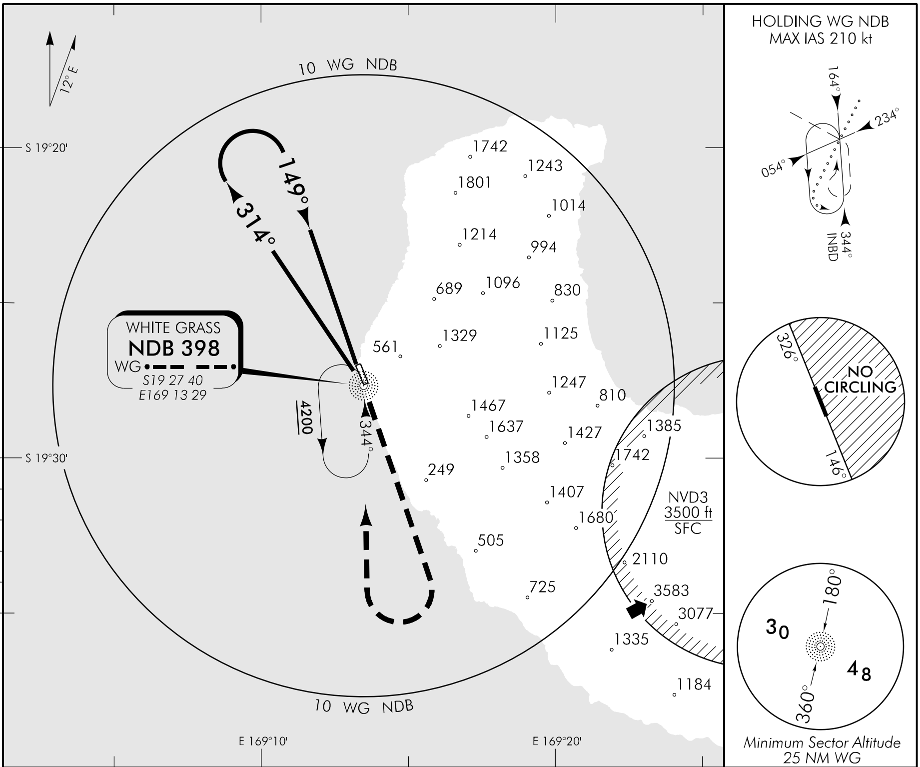
AIRPORTS
VANUATU

ELEV 27
RWY 15 THR ELEV 18
VILA TOWER/FLIGHT SERVICE: 5484 6553

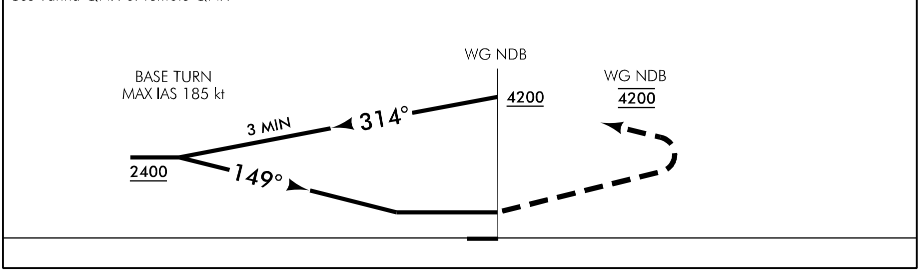
CAT A,B,C

TANNA
NDB RWY 15

UNATTENDED: 119.1



Use Tanna QNH or remote QNH



Changes from 2 FEB 17: AD name amended to TANNA.

MISSED APCH: Turn RIGHT, direct to WG NDB 4200

Category	A	B	C	D
NDB	**770**(752) – 3000		**770**(752) – 4400	NA
Circling *	**770**(743) – 3000		**830**(803) – 4400	NA

*** Circling NA east of RWY 15/33**

ELEV 27

RWY 33 THR ELEV 26

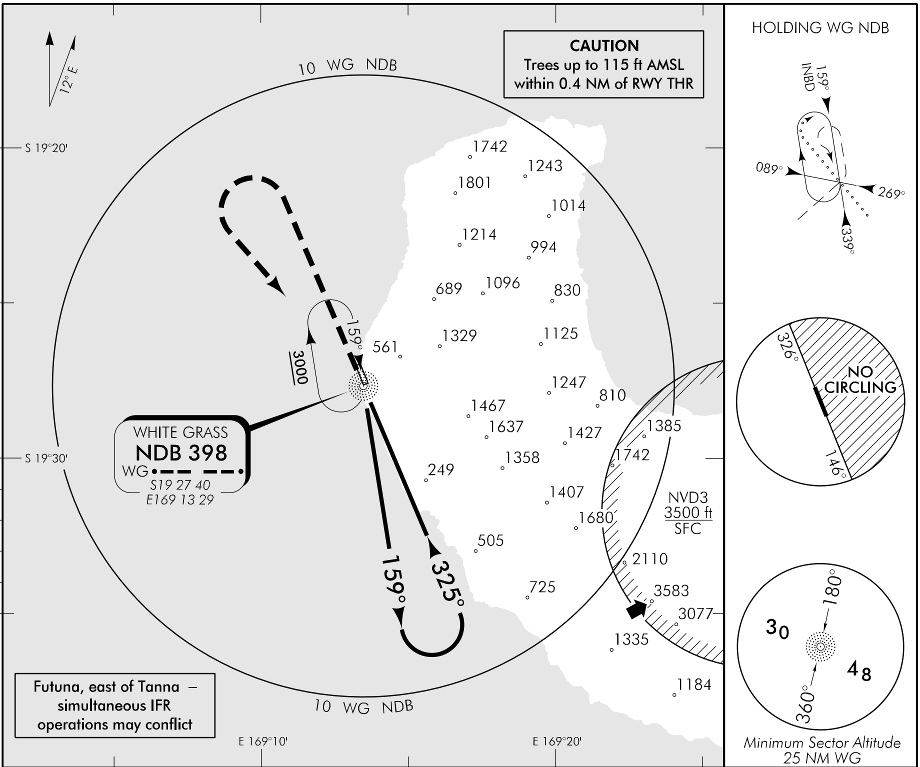
CAT A,B,C

TANNA

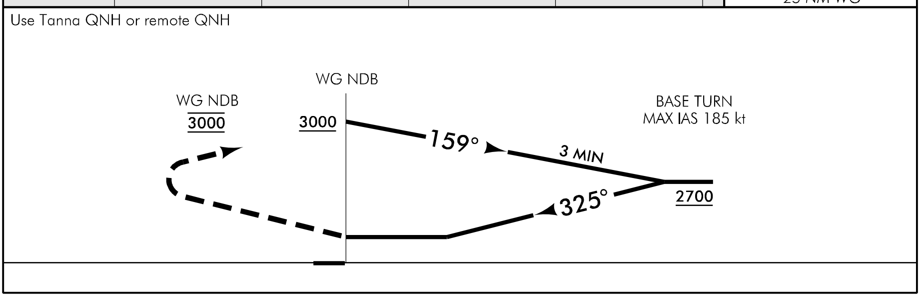
NDB RWY 33

VILA TOWER/FLIGHT SERVICE: 5484 6553

UNATTENDED: 119.1



Use Tanna QNH or remote QNH



Changes from 2 FEB 17: AD name amended to TANNA.

MISSED APCH: Turn LEFT, direct to WG NDB 3000

Category	A	B	C	D
NDB	**1120**(1093) – 3000		**1120**(1093) – 4800	NA
Circling *	**1120**(1093) – 3000		**1120**(1093) – 4800	NA

* **Circling NA east of RWY 15/33**

Effective: 17 JUN 21

ELEV 27

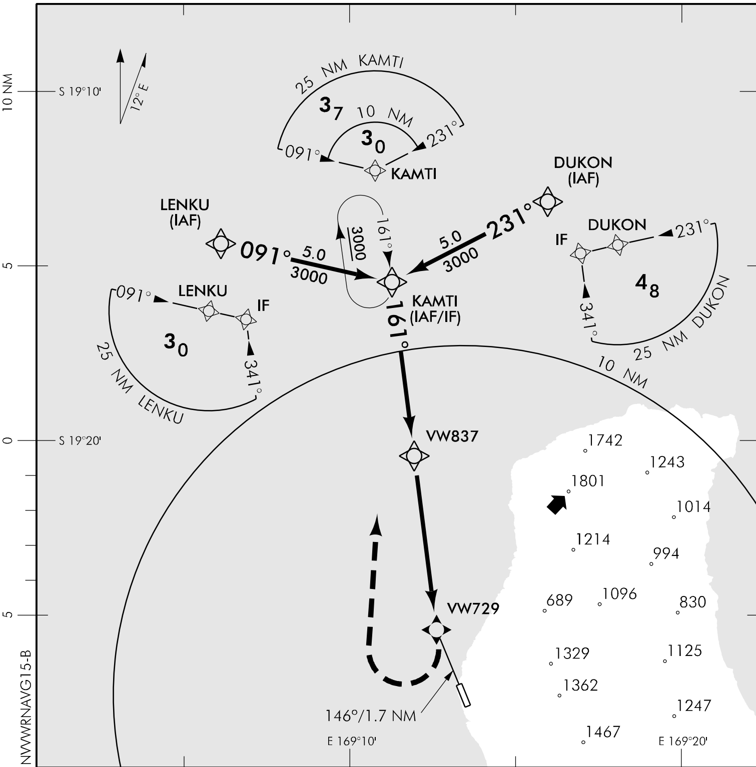
RWY 15 THR ELEV 18

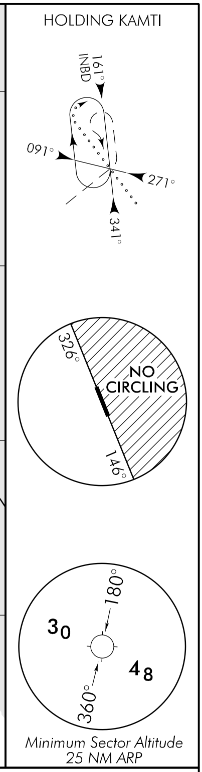
VILA TOWER/FLIGHT SERVICE: 5484 6553

TANNA

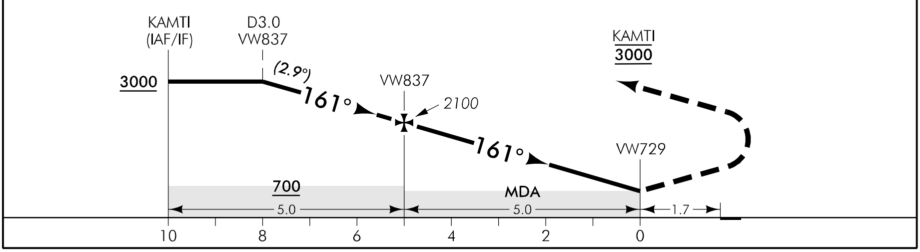
RNAV (GNSS) RWY 15

UNATTENDED: 119.1





Use Tanna QNH or remote QNH



Changes from 2 FEB 17: AD name amended to TANNA.

MISSED APCH: Turn RIGHT direct to KAMTI 3000

DISTANCE to WPT	KAMTI	4	3	2	1	VW837	4	3	2	1	VW729
Advisory Altitude 5%	3600	3300	3000	2700	2400	2100	1800	1500	1200	900	MDA

Category	A	B	C	D
LNAV	**580**(562) – 2000		**580**(562) – 3200	NA
Circling *	**600**(573) – 2000	**660**(633) – 2800	**830**(803) – 3700	NA

*** Circling NA east of RWY 15/33**

ELEV 27

RWY 33 THR ELEV 26

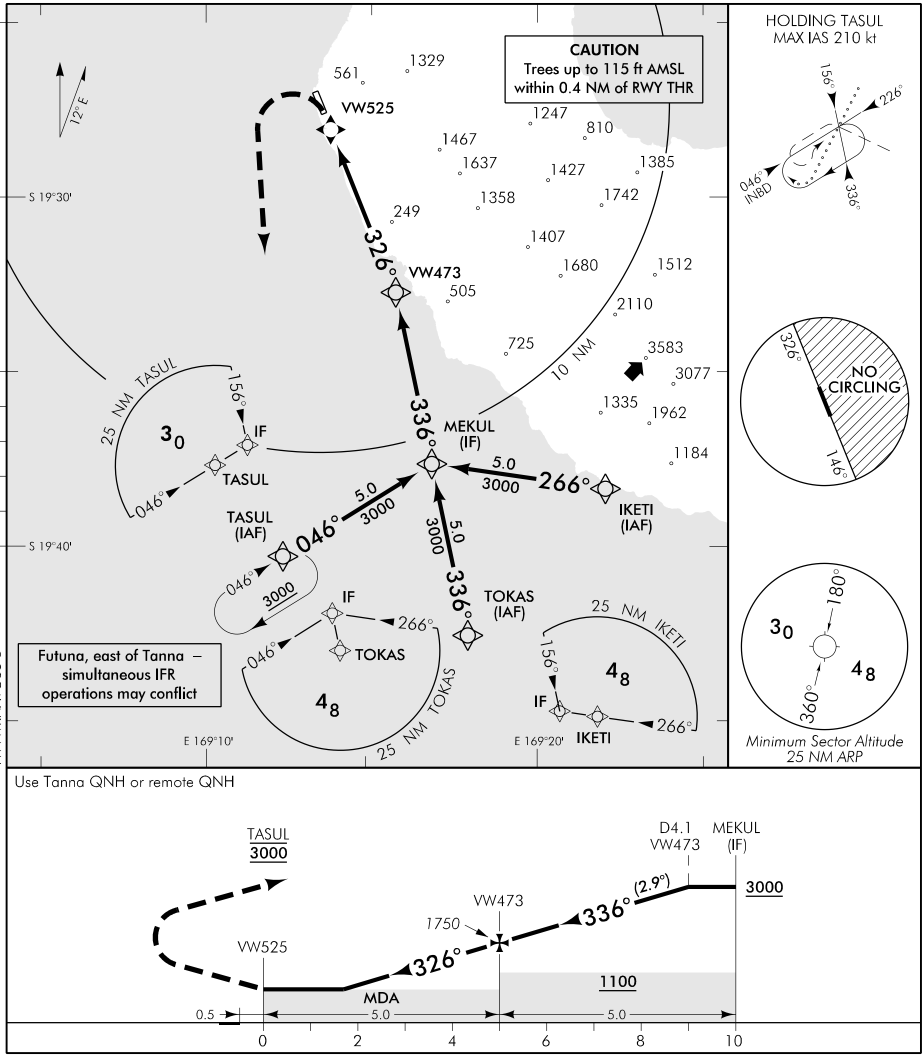
CAT A,B,C

TANNA

RNAV (GNSS) RWY 33

VILA TOWER/FLIGHT SERVICE: 5484 6553

UNATTENDED: 119.1



Changes from 2 FEB 17: AD name amended to TANNA.

MISSED APCH: Turn LEFT direct to TASUL 3000

DISTANCE to WPT	VW525	1.7	2	3	4	VW473	1	2	3	4	MEKUL
Advisory Altitude 5%	MDA	MDA	850	1150	1450	1750	2050	2350	2650	2950	3250

Category	A	B	C	D
LNAV	**740**(713) – 2500		**740**(713) – 4000	NA
Circling *	**740**(713) – 2500		**830**(803) – 4000	NA

* Circling NA east of RWY 15/33

Effective: 17 JUN 21

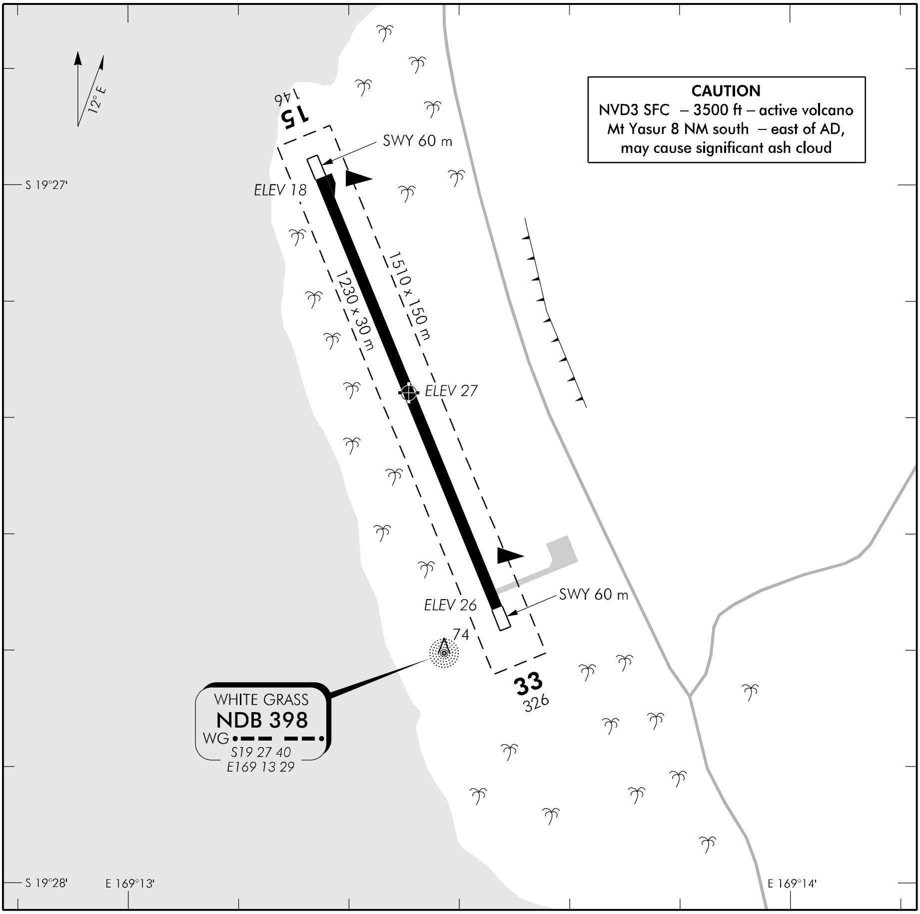
ELEV 27

NVVW

VILA TOWER/FLIGHT SERVICE: 5484 6553

TANNA
AERODROME

UNATTENDED: 119.1



Changes from 2 FEB 17: AD name amended to TANNA.

1. Circuit direction – RWY 15 Right hand
   – RWY 33 Left hand
2. Expect wind shear and turbulence on approach and take-off during easterly wind conditions.
3 Lighting and PAPI – Nil.
4. NDB – Limited (solar powered batteries) standby power.
5. RFFS – CAT 4.
6. Maintenance – Nil.
7. Prior permission required.

S 19 27 18 E 169 13 25

AIRPORTS
VANUATU

RWY 29

No circling to land at night.

RWY 11

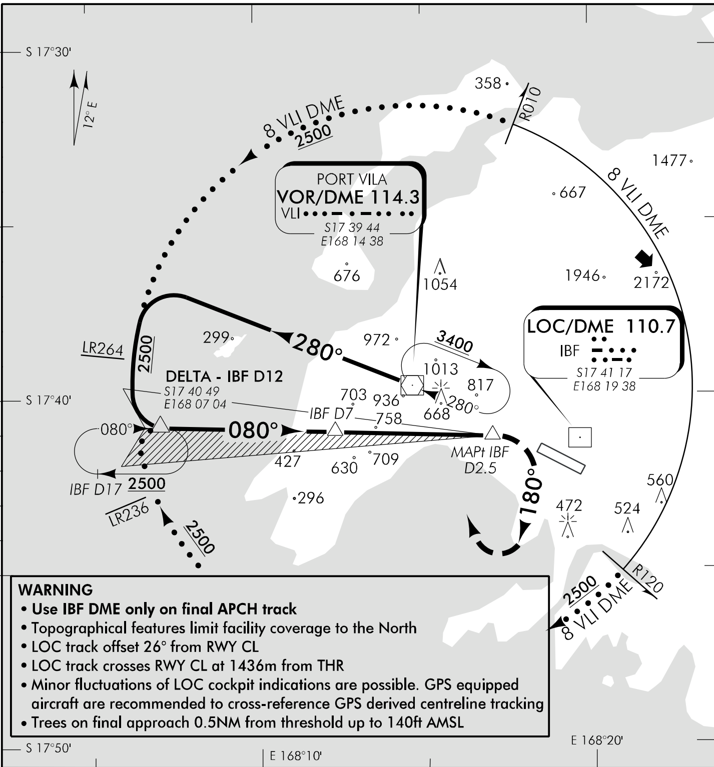
If Circling Guidance Lights unserviceable visibility minima 8km shall apply to all Circling approaches.

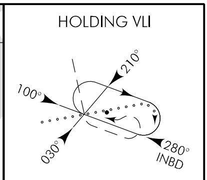
AIRPORTS
VANUATU

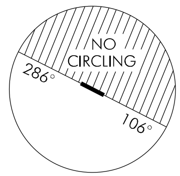
ELEV 70 | CAT A,B,C | **PORT VILA**

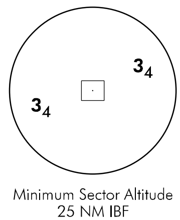
RWY 11 THR ELEV 51 | **VOR/LOC/DME RWY 11**

UNATTENDED: 120.7 5484 | *VILA TOWER/FLIGHT SERVICE:* 120.7 118.3 5484 6553 8846



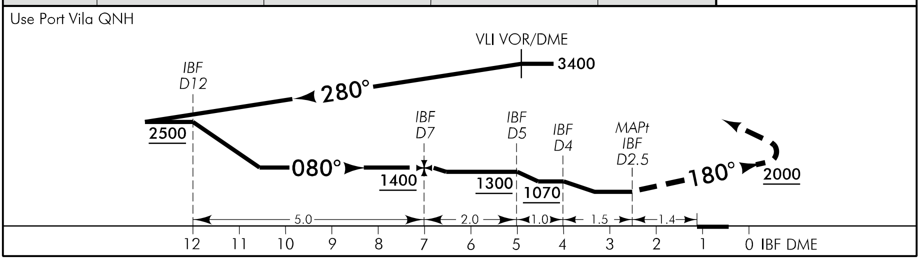






NVVVLD11C-E

Changes from 29 JUL 10: Minima, warning, missed approach.



MISSED APCH: Turn RIGHT track 180° climb to 2000, thence RIGHT turn to 3400, enter VLI holding pattern at **3400**, or as instructed by ATC

IBF DME DIST	7	6	5	4	MAPt 2.5
Advisory Altitude 5.4%	2060	1730	1400	1070	MDA

Category	A	B	C	D
LOC/DME +	**820**(770) – 2000	**820**(770) – 2000	**820**(770) – 2400	NA
Circling *	**820**(770) – 2000	**1250**(1180) – 2800	**1480**(1410) – 3700	NA

\+ **If sequenced APCH strobe lights not AVBL, visibility 2600m applies**

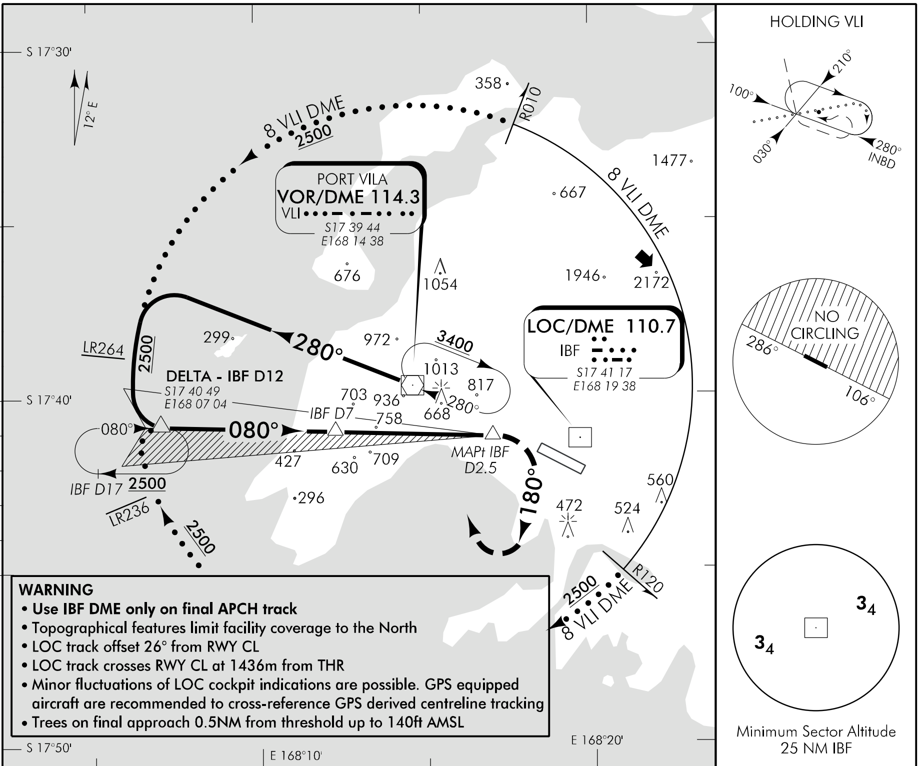
* **CAT C circling MAX IAS 175kt No circling north of RWY 11/29. No circling to land RWY 29 at night.**

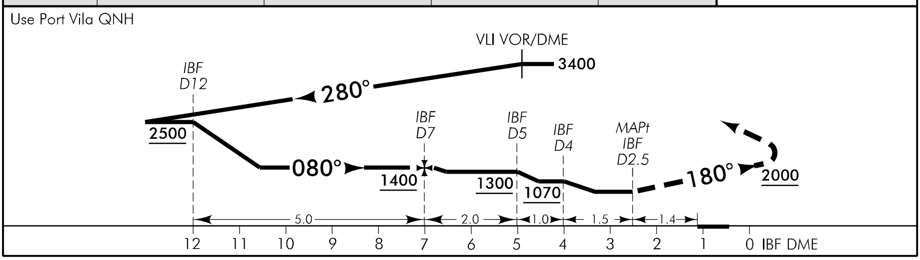
NOTE: Aircraft inbound to VLI VOR between R120 and R010 may descend to 2500ft provided they join 8 VLI DME arc or proceed direct to point DELTA remaining outside 8 VLI DME arc.

ELEV 70 CAT D **PORT VILA**

RWY 11 THR ELEV 51 **VOR/LOC/DME RWY 11**

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE*: 120.7 118.3 5484 6553 8846





Changes from 29 JUL 10: Warning, missed approach.

MISSED APCH: Turn RIGHT track 180° climb to 2000 , thence RIGHT turn to 3400 , enter VLI holding pattern at **3400**, or as instructed by ATC

IBF DME DIST	7	6	5	4	MAPt 2.5
Advisory Altitude 5.4%	2060	1730	1400	1070	MDA

Category	A	B	C	D
LOC/DME +	NA			**820**(770) – 2400
Circling *	NA			**1480**(1410) – 4600

\+ If sequenced APCH strobe lights not AVBL, visibility 2600m applies

* No circling north of RWY 11/29. No circling to land RWY 29 at night.

NOTE: Aircraft inbound to VLI VOR between R120 and R010 may descend to 2500ft provided they join 8 VLI DME arc or proceed direct to point DELTA remaining outside 8 VLI DME arc.

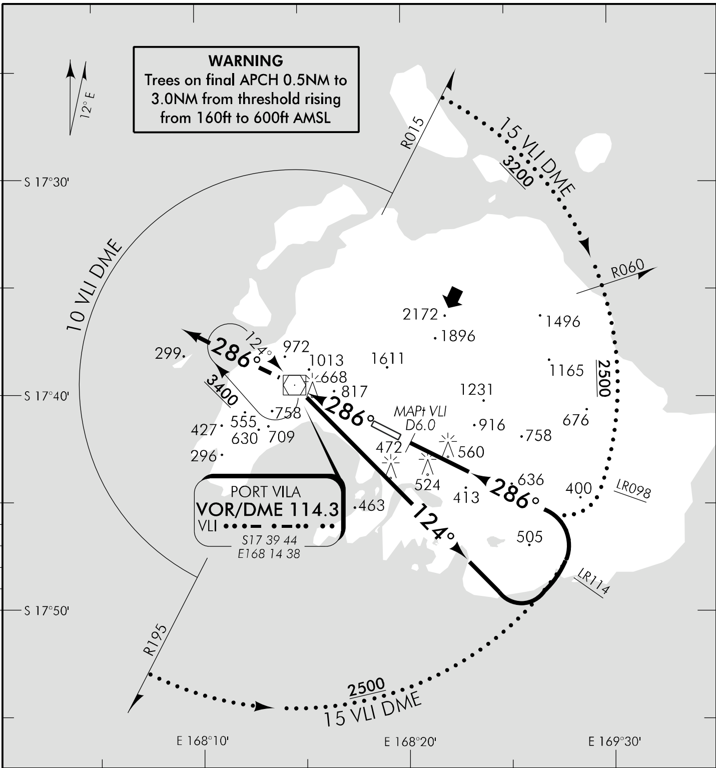
ELEV 70 CAT A,B,C,D

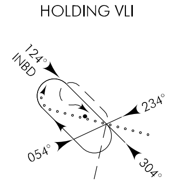
PORT VILA

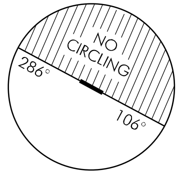
RWY 29 THR ELEV 70

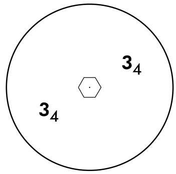
VOR/DME RWY 29

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE*: 120.7 118.3 5484 6553 8846

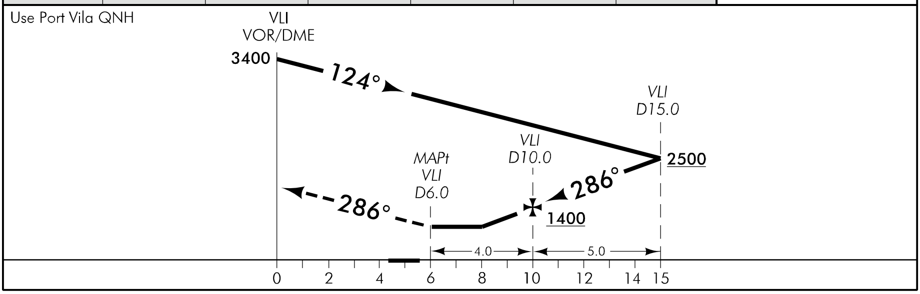








Minimum Sector Altitude 25 NM VLI



Changes from 03 JUL 08: Approach minima, warning text.

MISSED APCH: Track 286°, climb to 3400 , enter VLI holding pattern at **3400**, or as instructed by ATC

VLI DME DIST	MAPt 6	7	8	8.8	9	10	11	12	13	14	15
Advisory Altitude 5%	MDA	MDA	MDA	1140	1200	1500	1800	2100	2400	2700	3000

Category	A	B	C	D
VOR/DME	**1140**(1070) – 5			
Circling *	**1140**(1070) – 5	**1250**(1180) – 5	**1480**(1410) – 5	

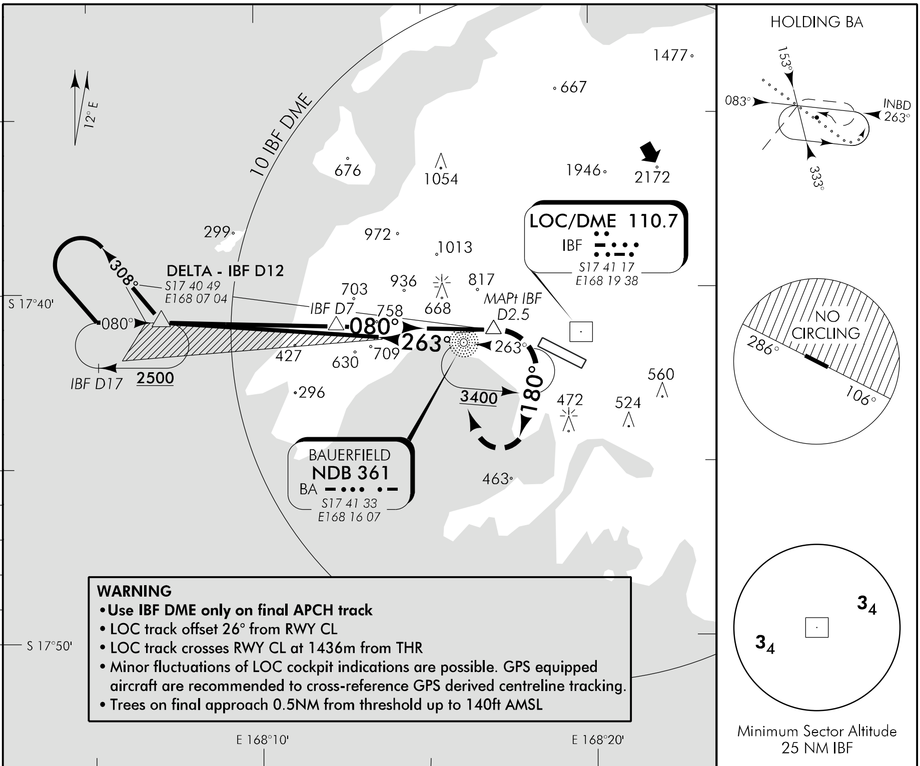
* CAT C circling MAX IAS 175kt. No circling north of RWY 11/29. No circling to land RWY 29 at night.

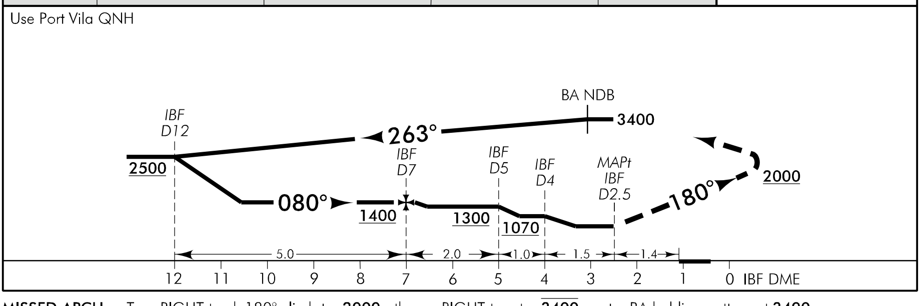
AIRPORTS
VANUATU

ELEV 70 | CAT A,B,C | **PORT VILA**

RWY 11 THR ELEV 51 | **NDB/LOC/DME RWY 11**

UNATTENDED: 120.7 5484 | *VILA TOWER/FLIGHT SERVICE:* 120.7 118.3 5484 6553 8846





Changes from 29 JUL 10: Minima, warning, missed approach.

MISSED APCH: Turn RIGHT track 180° climb to 2000 , thence RIGHT turn to 3400 , enter BA holding pattern at **3400**, or as instructed by ATC

IBF DME DIST	7	6	5	4	MAPt 2.5
Advisory Altitude 5.4%	2060	1730	1400	1070	MDA

Category	A	B	C	D
LOC/DME +	**820**(770) – 2000	**820**(770) – 2000	**820**(770) – 2400	NA
Circling *	**820**(770) – 2000	**1250**(1180) – 2800	**1480**(1410) – 3700	NA

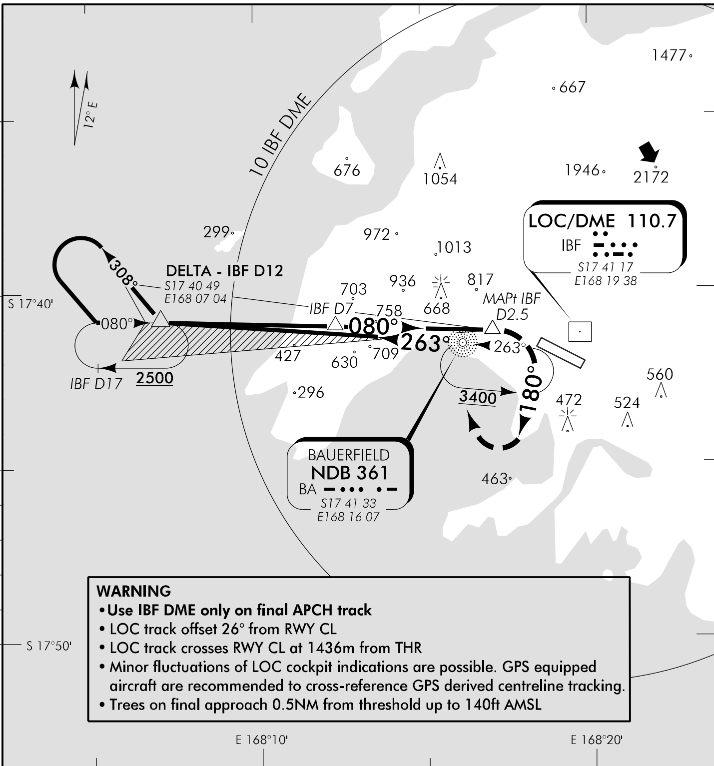
+ **If sequenced APCH strobe lights not AVBL, visibility 2600m applies**

* **CAT C circling MAX IAS 175kt No circling north of RWY 11/29. No circling to land RWY 29 at night.**

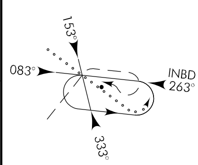
ELEV 70 CAT D **PORT VILA**

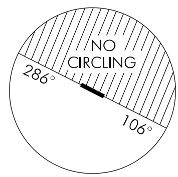
RWY 11 THR ELEV 51 **NDB/LOC/DME RWY 11**

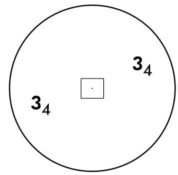
UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE*: 120.7 118.3 5484 6553 8846



HOLDING BA





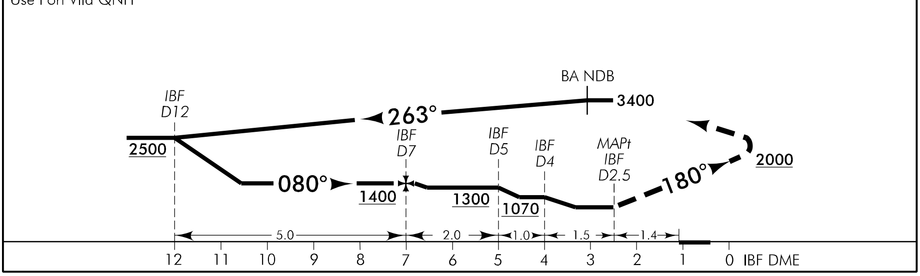


Minimum Sector Altitude
25 NM IBF

NWVNLD11D-E

Changes from 29 JUL 10: Warning, missed approach.

Use Port Vila QNH



MISSED APCH: Turn RIGHT track 180° climb to 2000 , thence RIGHT turn to 3400 , enter BA holding pattern at **3400**, or as instructed by ATC

IBF DME DIST	7	6	5	4	MAPt 2.5
Advisory Altitude 5.4%	2060	1730	1400	1070	MDA

Category	A	B	C	D
LOC/DME +	NA			**820**(770) – 2400
Circling *	NA			**1480**(1410) – 4600

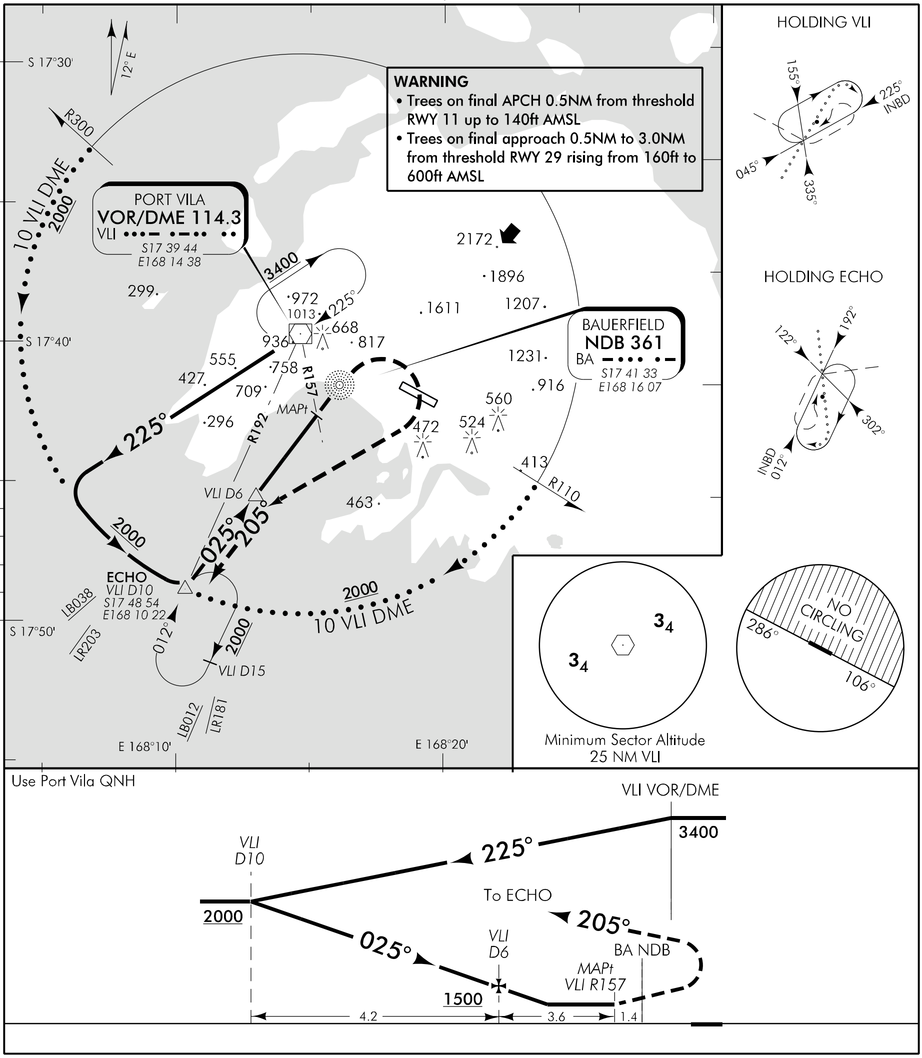
+ If sequenced APCH strobe lights not AVBL, visibility 2600m applies

*** No circling north of RWY 11/29. No circling to land RWY 29 at night.**

ELEV 70 CAT A,B,C,D

PORT VILA
VOR/DME/NDB

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE*: 120.7 118.3 5484 6553 8846



Changes from 03 JUL 08: Approach minima, warning text.

MISSED APCH: Turn RIGHT, track 205° BA NDB to ECHO climb to 2000 , or as instructed by ATC

Category	A	B	C	D
Circling *	**890**(820) – 2000	**1250**(1180) – 2800	**1480**(1410) – 3700	**1480**(1410) – 4600

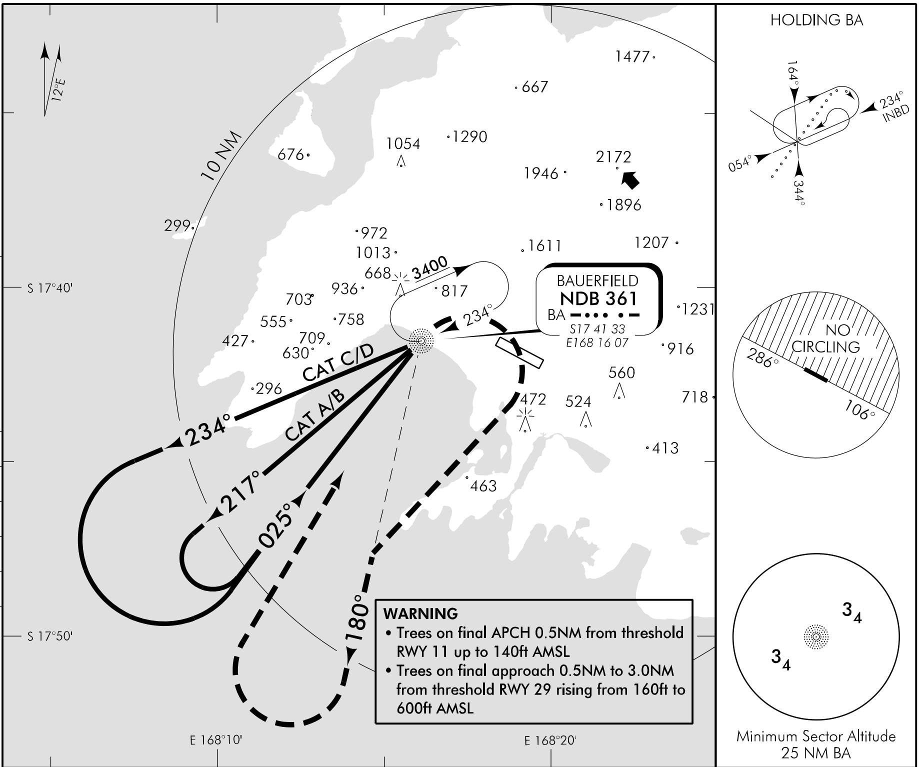
* CAT C circling MAX IAS 175kt No circling north of RWY 11/29. No circling to land RWY 29 at night.

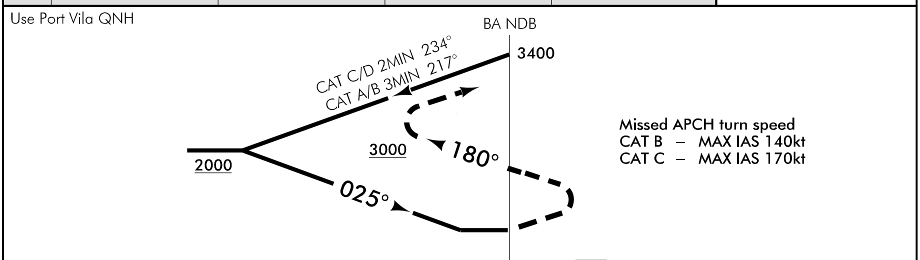
NOTE: Aircraft inbound to VLI VOR between R110 and R300 may descend to 2000ft provided they join 10 VLI DME arc or proceed direct to Point Echo remaining outside 10 VLI DME arc.

ELEV 70 CAT A,B,C,D **PORT VILA**

RWY 11 THR ELEV 51 **NDB**

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE:* 120.7 118.3 5484 6553 8846





Changes from 3 JUL 08: Approach minima, warning text.

MISSED APCH: Turn RIGHT, track 180° BA NDB climb to **3000**, then turn RIGHT track direct to BA NDB **3400**, or as instructed by ATC

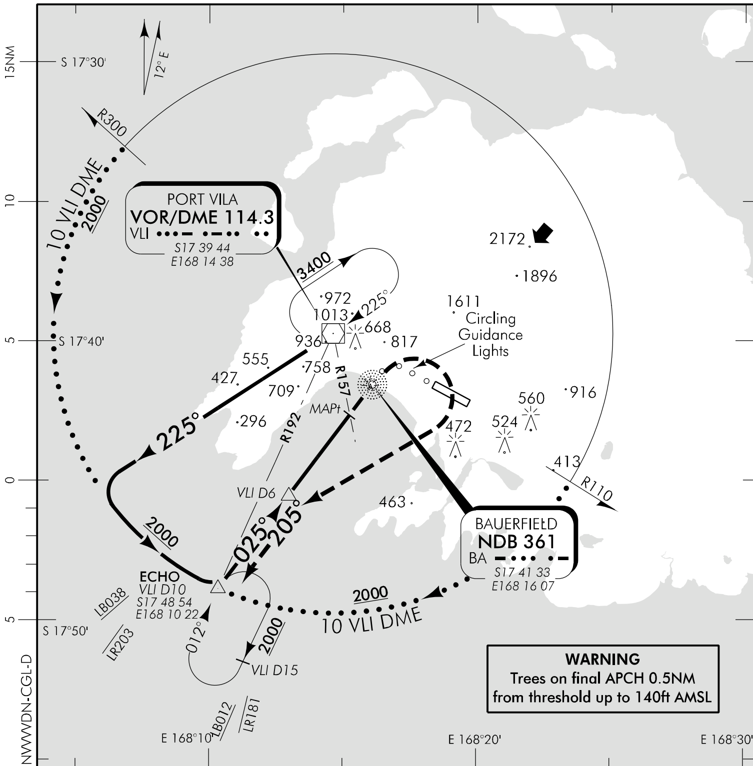
Category	A	B	C	D
Circling *	**1020**(950) – 3000	**1250**(1180) – 3000	**1480**(1410) – 4800	**1520**(1450) – 4800

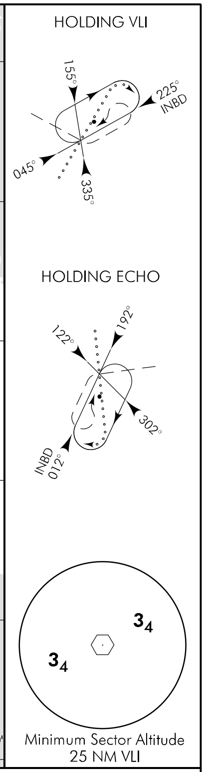
* CAT C circling MAX IAS 175kt. No circling north of RWY 11/29. No circling to land RWY 29 at night.

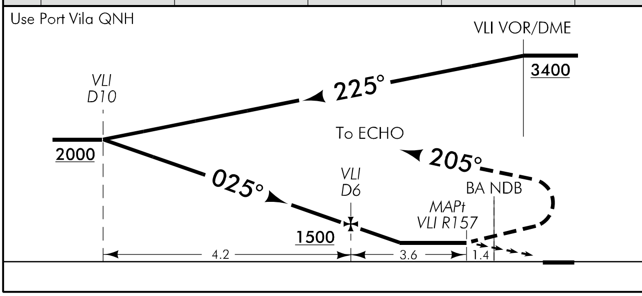
ELEV 70 CAT A,B,C,D

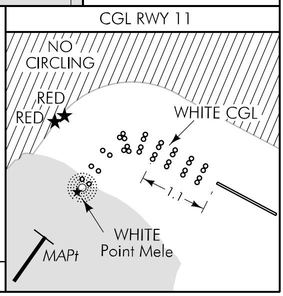
PORT VILA
VOR/DME/NDB-A RWY 11

VILA TOWER: 120.7 118.3 5484 *VILA FLIGHT SERVICE:* 120.7 118.3 5484 6553 8846









Changes from 29 JUL 10: Obstacle warning.

MISSED APCH: Turn RIGHT, track 205° BA NDB climb to 2000, or as instructed by ATC

Category	A	B	C *	D
Circling #	**920**(850) – 2000	**1050**(980) – 2800	**1290**(1220) – 3700	**1370**(1300) – 4600

\# Visual manoeuvring using prescribed track, aircraft track via RWY 11 circling guidance lights

* CAT C missed APCH MAX IAS 175kt. No circling to land RWY 29. Aircraft to remain on or south of CGL.

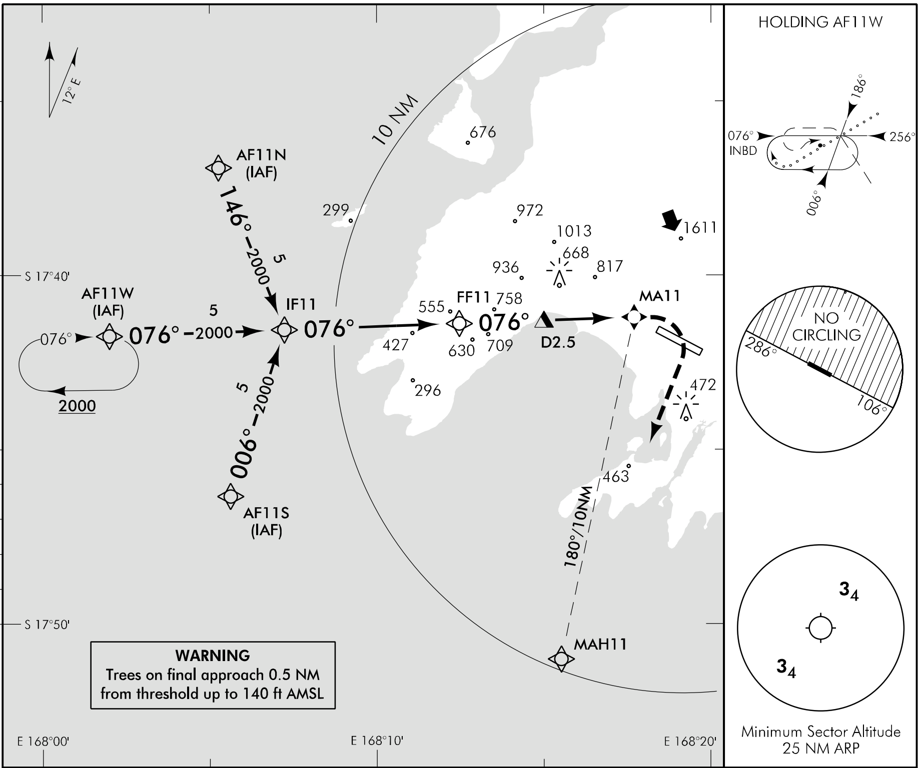
Aircraft inbound to VLI VOR between R110 and R300 may descend to 2000ft provided they join 10 VLI DME arc or proceed direct to ECHO remaining outside 10 VLI DME arc

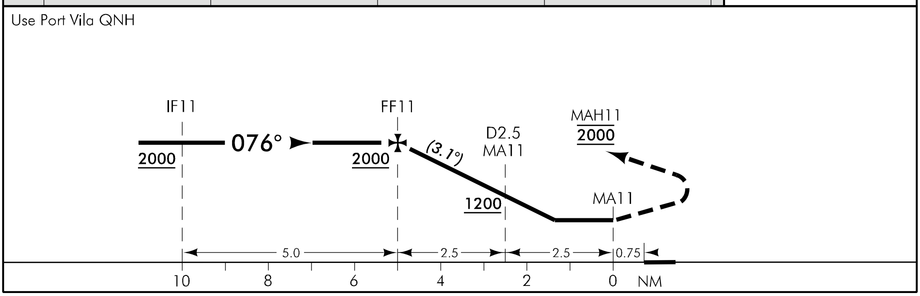
AIRPORTS
VANUATU

ELEV 70 CAT A,B,C **PORT VILA**

RWY 11 THR ELEV 51 **RNAV (GNSS) RWY 11**

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE*: 120.7 118.3 5484 6553 8846





Changes from 3 JUL 08: Advisory altitudes, minima, warning text, missed APCH text.

MISSED APCH: Turn RIGHT direct to MAH11 2000

DISTANCE to WPT	IF11	4	3	2	1	FF11	4	3	2	1.1	MA11
Advisory Altitude 5.5%	3700	3350	3000	2700	2400	2000	1700	1350	1000	MDA	MDA

Category	A	B	C	D
LNAV	**720**(669) – 2500		**#750**(699) – 4000	NA
Circling *	**790**(720) – 2500	**1250**(1180) – 2800	**1480**(1410) – 4000	

* CAT C circling MAX IAS 175 kt. No circling north of RWY 11 / 29. No circling to land RWY 29 at night.
# CAT C non-compliant with ICAO PANS-OPS straight-in criteria. FAT offset 30°

ELEV 70

RWY 29 THR ELEV 70

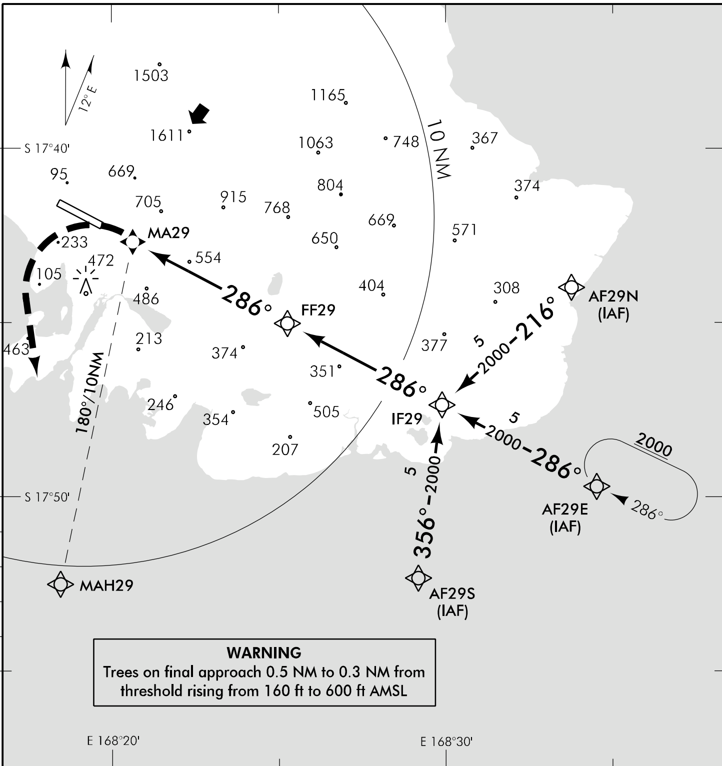
CAT A,B,C

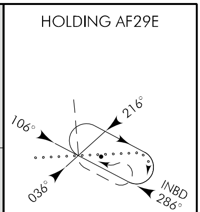
PORT VILA

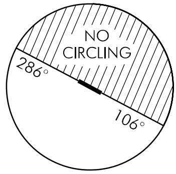
RNAV (GNSS) RWY 29

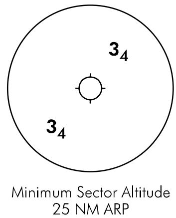
UNATTENDED: 120.7 5484

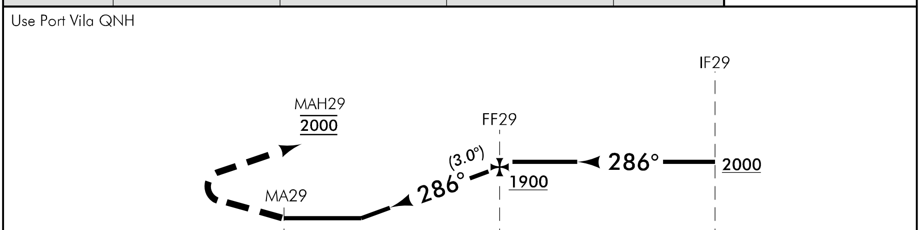
VILA TOWER/FLIGHT SERVICE: 120.7 118.3 5484 6553 8846











NVVRNAVG29-C

Changes from 03 JUL 08: Advisory altitudes, minima, warning added, missed APCH text.

MISSED APCH: Turn LEFT direct to MAH29 2000

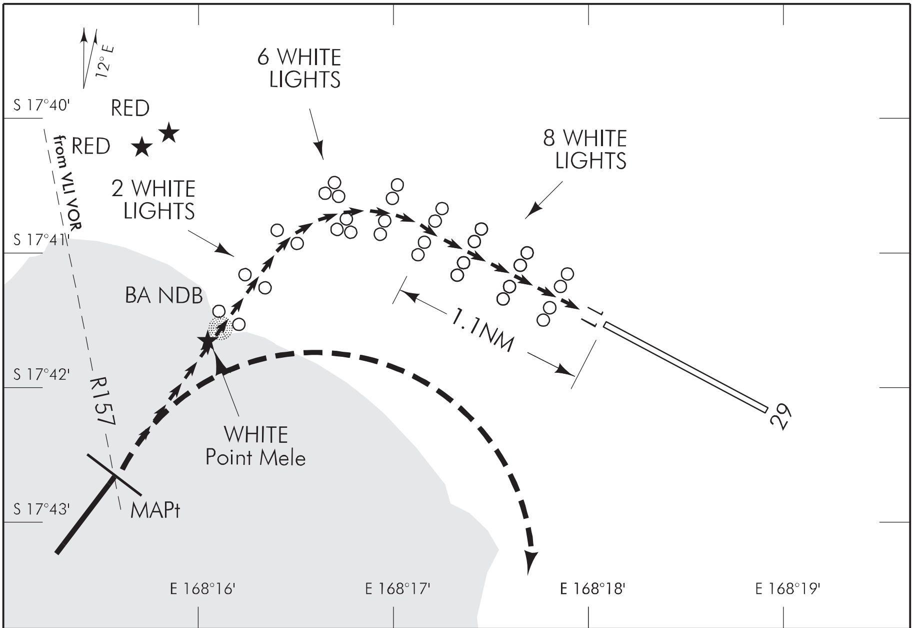
DISTANCE to WPT	MA29	1.8	2	3	4	FF29	1	2	3	4	IF29
Advisory Altitude 5.2%	MDA	MDA	1100	1400	1700	2000	2350	2700	3000	3300	3600

Category	A	B	C	D
LNAV	**1000**(930) – 3000		**1000**(930) – 4800	NA
Circling *	**1000**(930) – 3000	**1250**(1180) – 3000	**1480**(1410) – 4800	

* CAT C circling MAX IAS 175 kt. No circling north of RWY 11 / 29. No circling to land RWY 29 at night.

PORT VILA

RWY 11 CIRCLING GUIDANCE LIGHT SYSTEM



Changes from 18 DEC 08: Note amended.

APPROACH TO RWY 11 USING CIRCLING GUIDANCE LIGHT SYSTEM

No circling to land RWY 29

Aircraft to remain on or south of CGL

When visual prior to crossing R157:

- Track to BA NDB
- Track via RWY 11 circling guidance lights

GO-AROUND: Turn RIGHT, to join Missed APCH

MISSED APCH: Turn RIGHT, track 205° BA NDB climb to MANDATORY **2000ft**

Cat C Missed Approach MAX IAS 175kt

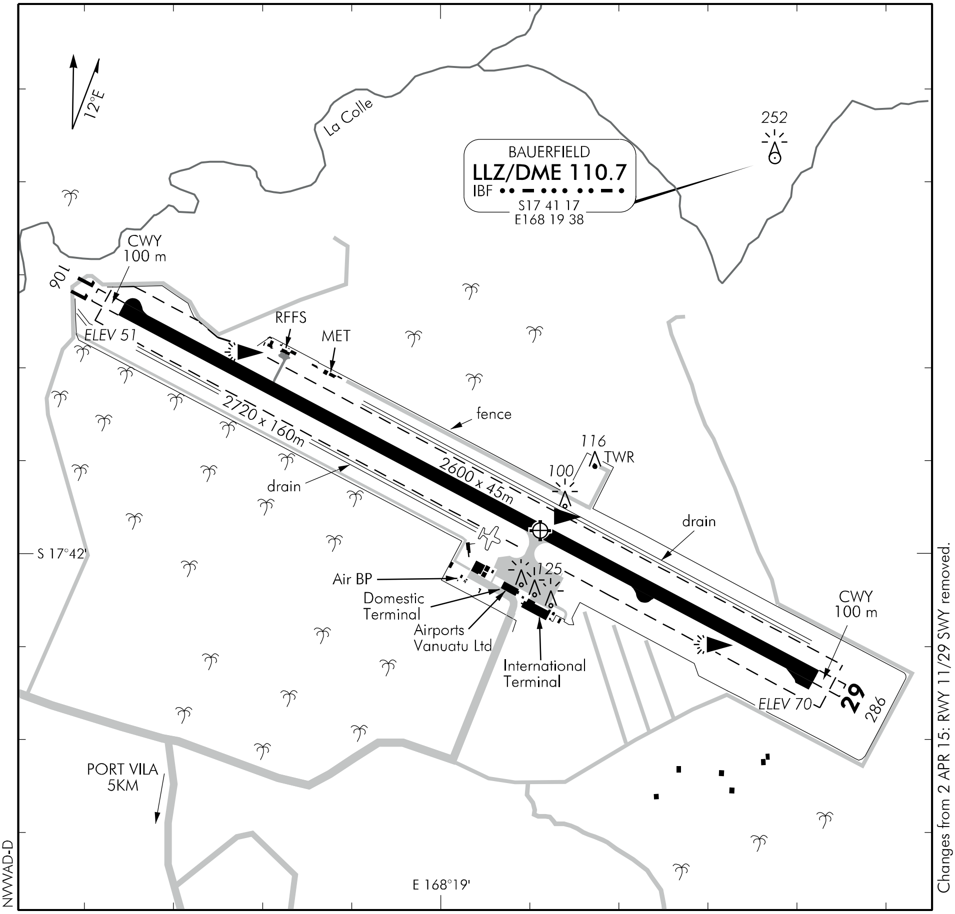
Note: Light No. 1 at BA NDB consists of 2 high intensity white lamps plus one white strobe

AIRPORTS
VANUATU

ELEV 70

PORT VILA
AERODROME (1)

UNATTENDED: 120.7 5484
VILA TOWER/FLIGHT SERVICE: 120.7 118.3 5484 6553 8846



1. Circuit direction — RWY 11 Right hand
   — RWY 29 Left hand
2. Lighting — RWY 11/29 LIL, CGL (RWY 11 only)
   — TWY — edge blue
   — Apron — edge blue, flood lighting
   — Turning nodes — edge blue
   — Standby power available

S 17 41 58 E 168 19 11

VFR MINIMA

VFR	
DAY	**NIGHT**
1500 – 5	1500 – 5

IFR TAKE-OFF MINIMA

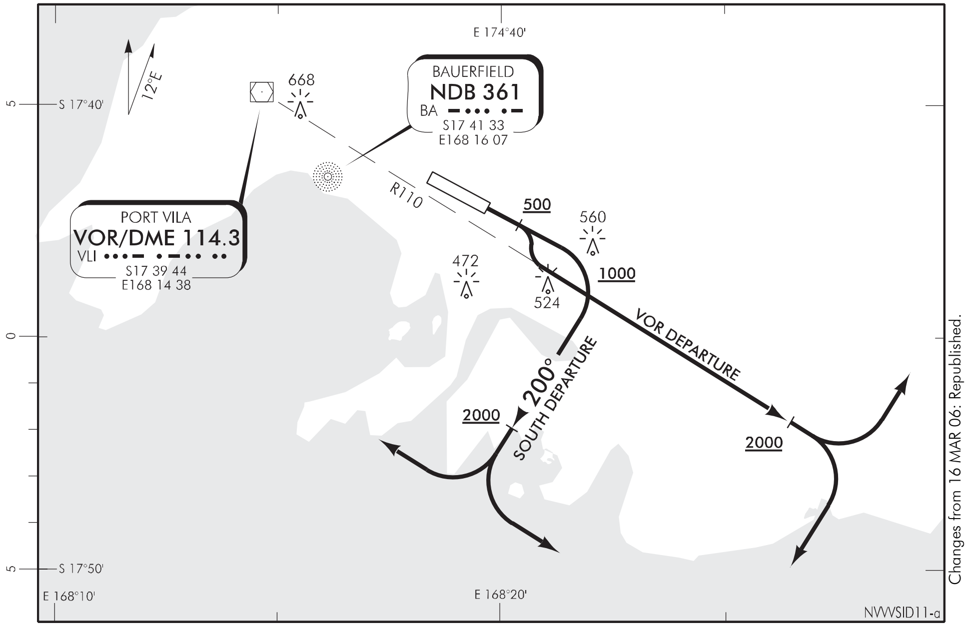
IFR TAKE-OFF	
DAY	**NIGHT**
300 – 1500	300 – 1500

ELEV 70

CAT A,B,C,D

PORT VILA
SID RWY 11

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE:* 120.7 118.3 5484 6553 8846



Minimum net climb gradient 5% (310ft/min) to 1000ft

VOR DEPARTURE

- Maintain runway centreline to 500ft, thence intercept R110 VLI VOR
- At minimum 2000ft turn to intercept cleared track

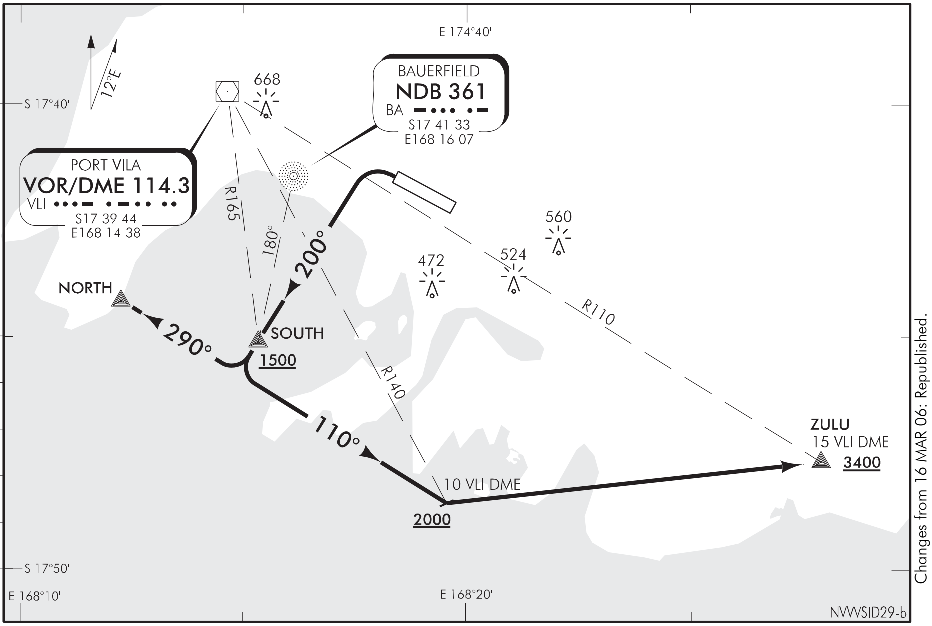
or

SOUTH DEPARTURE

- Maintain runway centreline to 1000ft
- Turn RIGHT track 200°
- At minimum 2000ft turn to intercept cleared track

ELEV 70 | CAT A,B,C,D | **PORT VILA**
SID RWY 29

UNATTENDED: 120.7 5484 *VILA TOWER/FLIGHT SERVICE:* 120.7 118.3 5484 6553 8846



29 SOUTH

- After take-off turn LEFT and climb on track 200° to reach 1500ft prior to passing 165R VLI/180 BA, then intercept track.

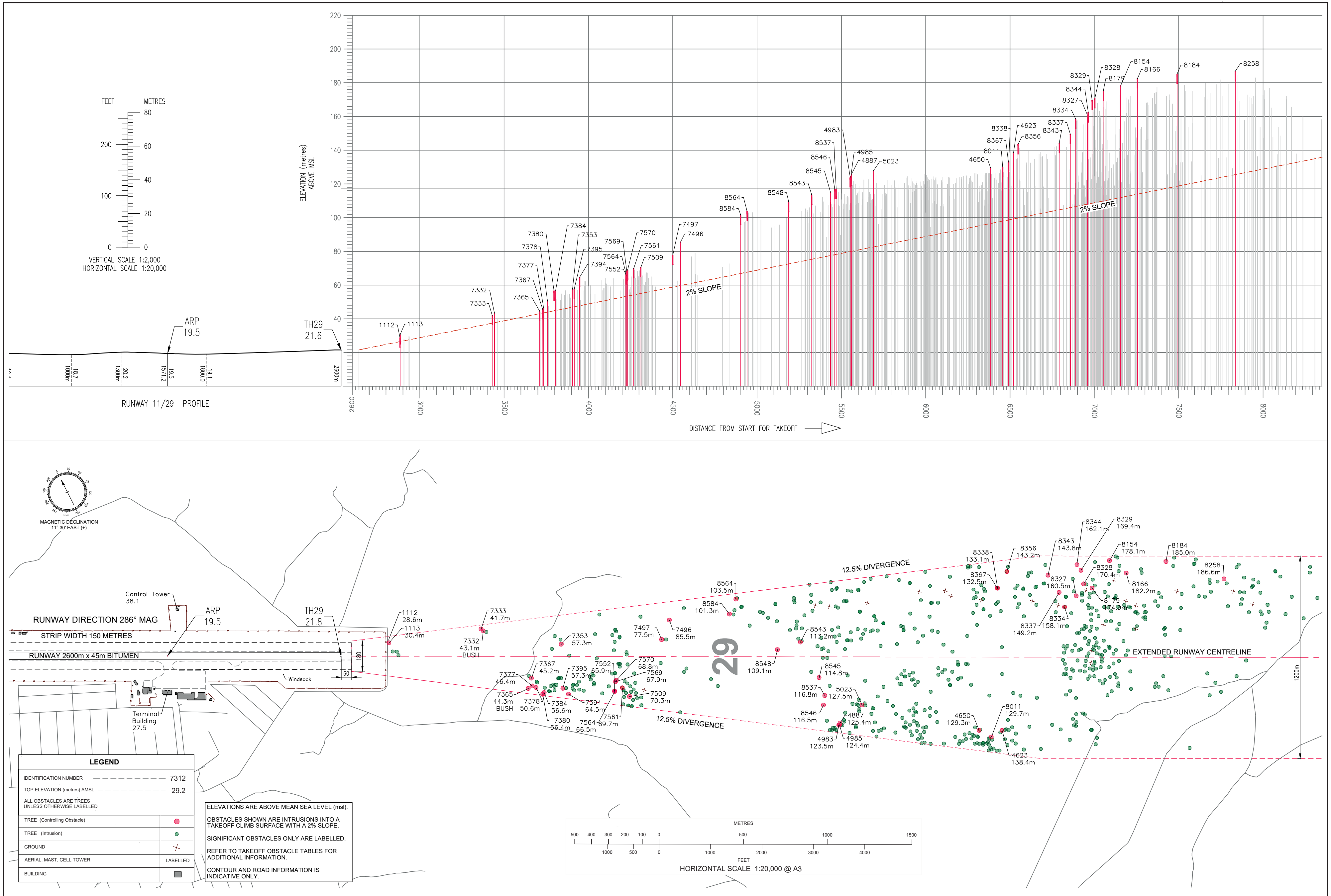
29 NORTH

- After take-off turn LEFT and climb on track 200°. Crossing 165R VLI/180 BA MNM 1500ft turn RIGHT and climb on track 290° to 3400ft, then intercept track.

29 EAST

- After take-off turn LEFT and climb on track 200°. Crossing 165R VLI/180 BA MNM 1500ft turn LEFT and climb on track 110°. Crossing 140R MNM 2000ft turn LEFT continuing climb to reach 3400ft by point Zulu, then intercept track.

- (If VOR unserviceable continue climb on track 110° to 3400ft, then intercept track.)



No.	Revision	By	Chk	Appd	Date
A	INITIAL ISSUE	RN	DVW	MPP	09/19

Drawing Originator: Beca

Surveyed	DVW & RN	06/19
Drawn	RN	07/19
Verifier	DVW	08/19
Dwg Check	MPP	09/19

Original Scale (A1) 1:10,000 (hz)
Reduced Scale (A3) 1:20,000 (hz)
Approved For Issue*
Date
* Refer to Revision 1 for Original Signature

Client: AIRPORTS VANUATU

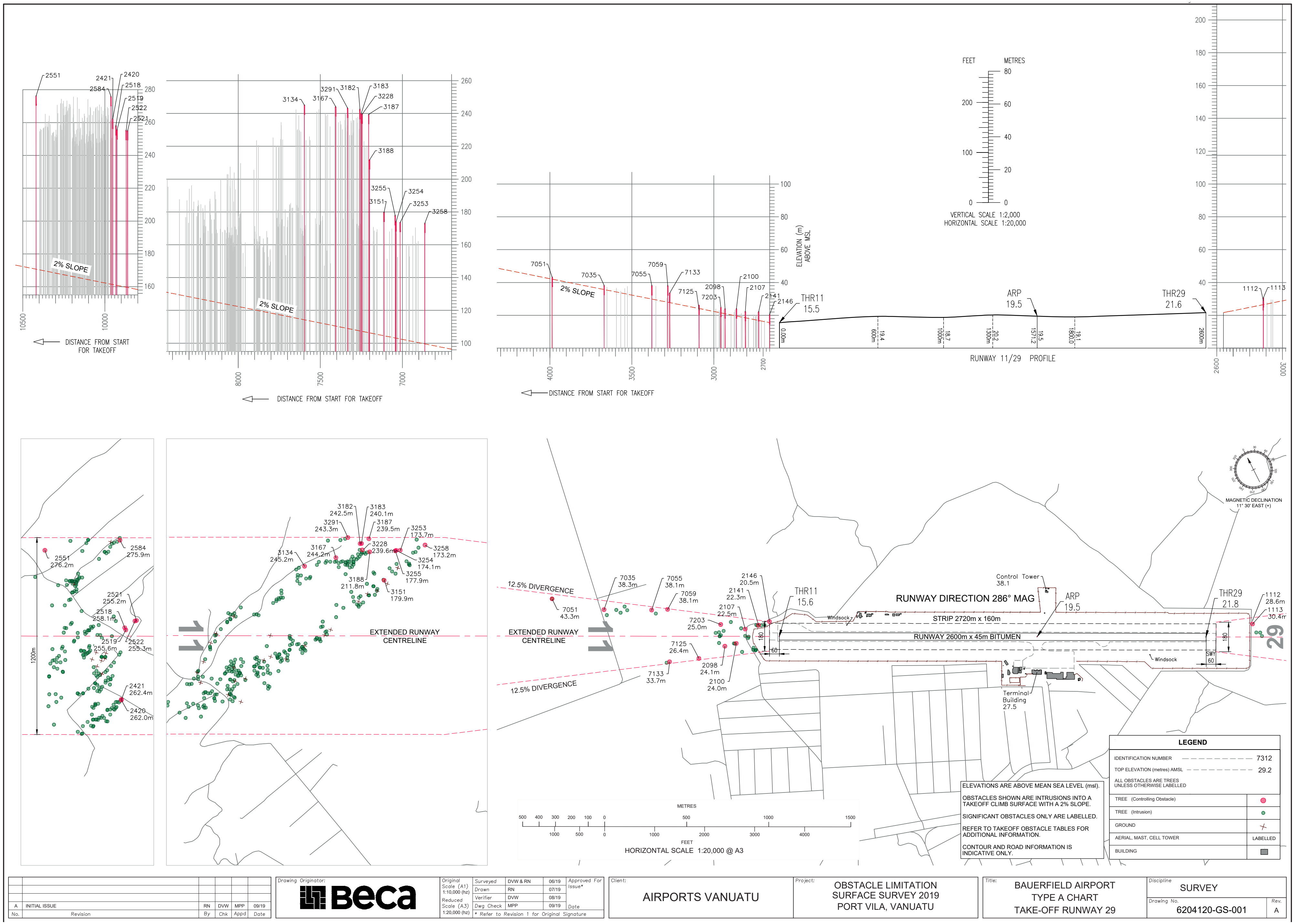
Project: OBSTACLE LIMITATION SURFACE SURVEY 2019 PORT VILA, VANUATU

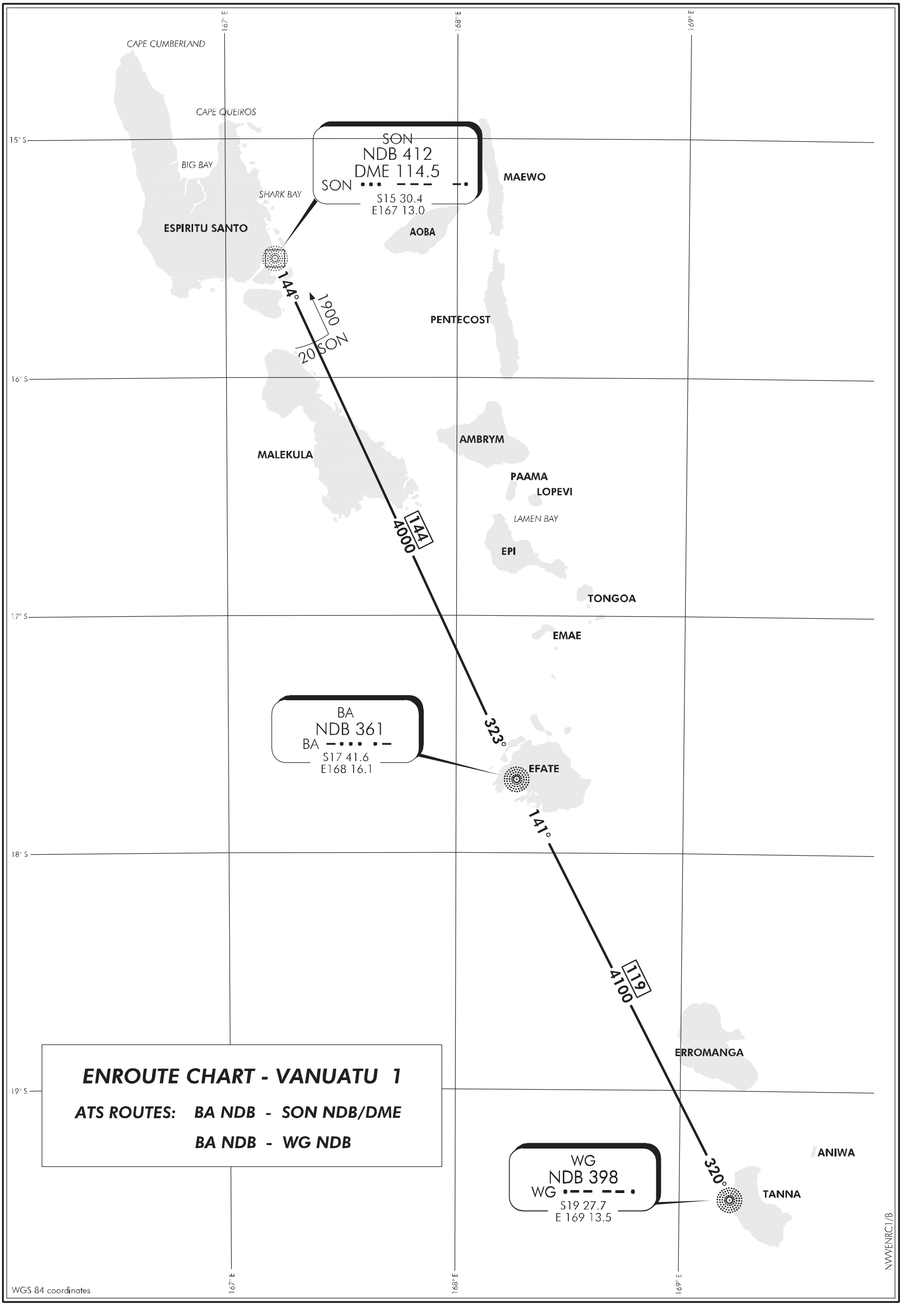
Title: BAUERFIELD AIRPORT TYPE A CHART TAKE-OFF RUNWAY 11

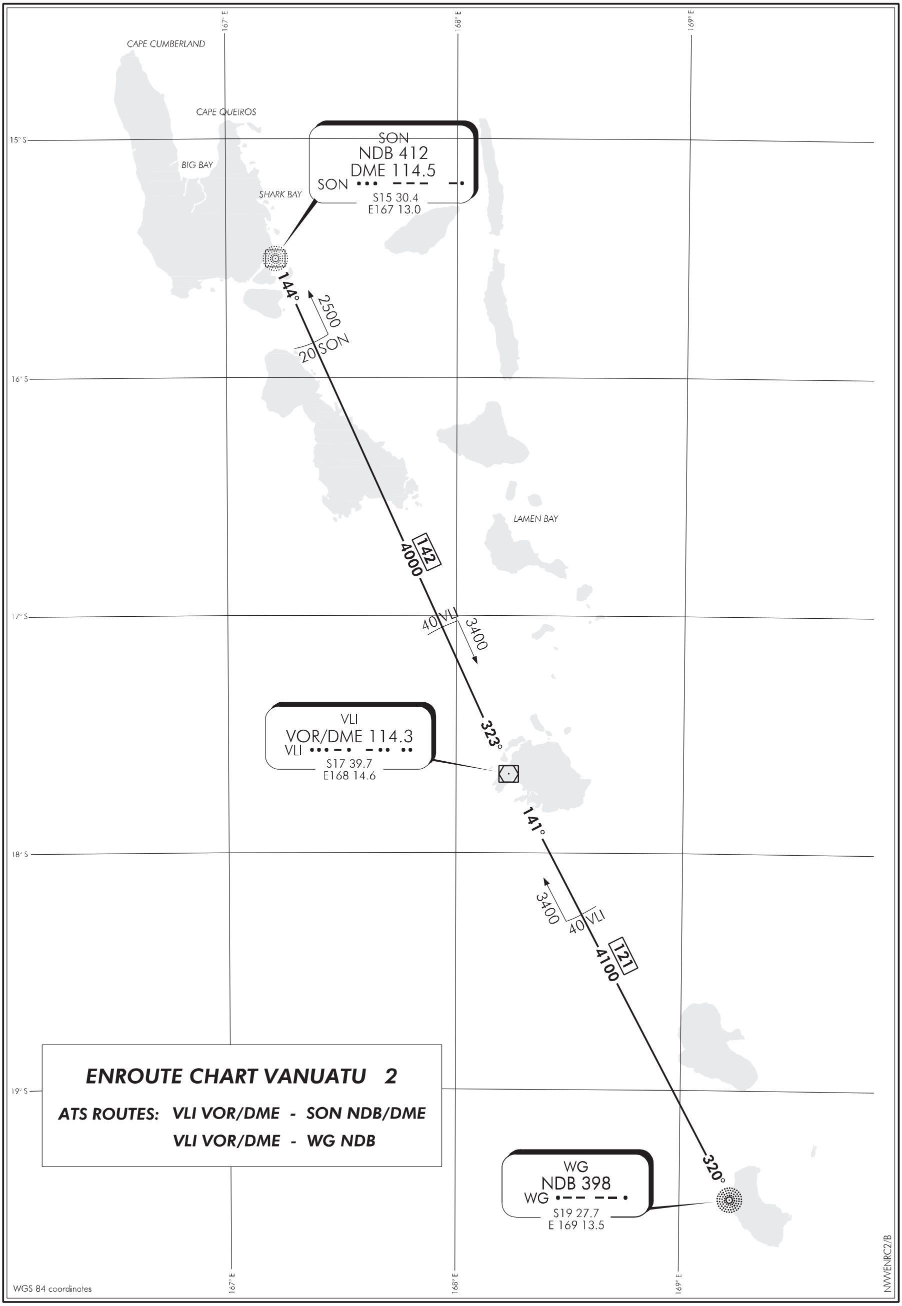
Discipline: SURVEY

Drawing No. 6204120-GS-001

Rev. A


FEET
METRES
VERTICAL SCALE 1:2,000
HORIZONTAL SCALE 1:20,000
ELEVATION (m) ABOVE MSL
2% SLOPE
DISTANCE FROM START FOR TAKEOFF
RUNWAY 11/29 PROFILE
THR11 15.5
ARP 19.5
THR29 21.6
12.5% DIVERGENCE
EXTENDED RUNWAY CENTRELINE
RUNWAY DIRECTION 286° MAG
STRIP 2720m x 160m
RUNWAY 2600m x 45m BITUMEN
Control Tower 38.1
Terminal Building 27.5
Windsock
THR11 15.6
ARP 19.5
THR29 21.8
MAGNETIC DECLINATION 11° 30' EAST (+)
METRES
FEET
HORIZONTAL SCALE 1:20,000 @ A3
ELEVATIONS ARE ABOVE MEAN SEA LEVEL (msl).
OBSTACLES SHOWN ARE INTRUSIONS INTO A TAKEOFF CLIMB SURFACE WITH A 2% SLOPE.
SIGNIFICANT OBSTACLES ONLY ARE LABELLED.
REFER TO TAKEOFF OBSTACLE TABLES FOR ADDITIONAL INFORMATION.
CONTOUR AND ROAD INFORMATION IS INDICATIVE ONLY.
LEGEND
IDENTIFICATION NUMBER 7312
TOP ELEVATION (metres) AMSL 29.2
ALL OBSTACLES ARE TREES UNLESS OTHERWISE LABELLED
TREE (Controlling Obstacle)
TREE (Intrusion)
GROUND
AERIAL, MAST, CELL TOWER LABELLED
BUILDING
A INITIAL ISSUE RN DVW MPP 09/19
No. Revision By Chk Appd Date
Drawing Originator:
Beca
Surveyed DVW & RN 06/19
Drawn RN 07/19
Verifier DVW 08/19
Dwg Check MPP 09/19
* Refer to Revision 1 for Original Signature
Client: AIRPORTS VANUATU
Project: OBSTACLE LIMITATION SURFACE SURVEY 2019 PORT VILA, VANUATU
Title: BAUERFIELD AIRPORT TYPE A CHART TAKE-OFF RUNWAY 29
Discipline SURVEY
Drawing No. 6204120-GS-001
Rev. A


167° E
168° E
169° E
15° S
16° S
17° S
18° S
19° S
CAPE CUMBERLAND
CAPE QUEIROS
BIG BAY
SHARK BAY
ESPIRITU SANTO
SON
NDB 412
DME 114.5
SON
S15 30.4
E167 13.0
MAEWO
AOBA
144°
1900
20 SON
PENTECOST
MALEKULA
AMBRYM
PAAMA
LOPEVI
LAMEN BAY
EPI
144
4000
TONGOA
EMAE
BA
NDB 361
BA
S17 41.6
E168 16.1
323°
EFATE
141°
119
4100
ERROMANGA
ENROUTE CHART - VANUATU 1
ATS ROUTES: BA NDB - SON NDB/DME
BA NDB - WG NDB
WG
NDB 398
WG
S19 27.7
E 169 13.5
320°
TANNA
ANIWA
NWENRC1/B
WGS 84 coordinates


CAPE CUMBERLAND
CAPE QUEIROS
BIG BAY
SHARK BAY
SON
NDB 412
DME 114.5
SON
S15 30.4
E167 13.0
144°
2500
20 SON
LAMEN BAY
142
4000
40 VLI
3400
323°
VLI
VOR/DME 114.3
VLI
S17 39.7
E168 14.6
141°
3400
40 VLI
121
4100
ENROUTE CHART VANUATU 2
ATS ROUTES: VLI VOR/DME - SON NDB/DME
VLI VOR/DME - WG NDB
320°
WG
NDB 398
WG
S19 27.7
E 169 13.5
15° S
16° S
17° S
18° S
19° S
167° E
168° E
169° E
WGS 84 coordinates
NWENRC2/B