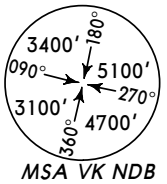
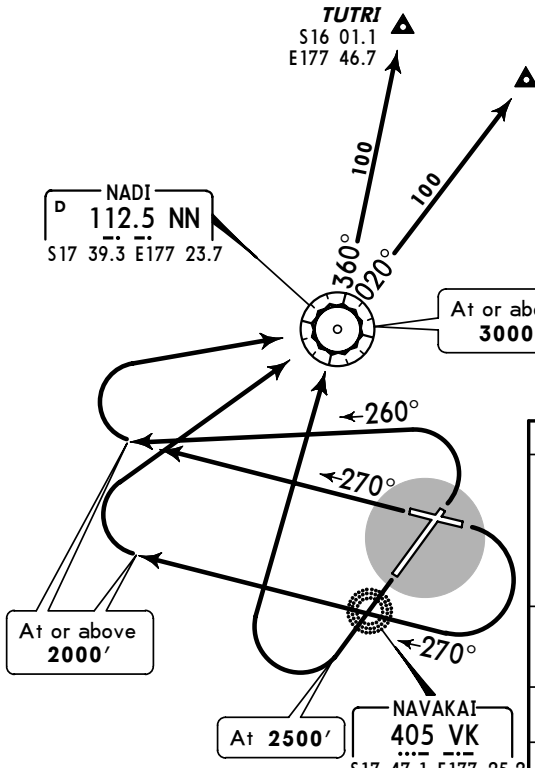
Apt Elev	
59′	Trans level: FL 130 Trans alt: 11000′ 1. Continue climbing throughout SIDs unless otherwise cleared. 2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.



MSA VK NDB
5100′
within 10 NM

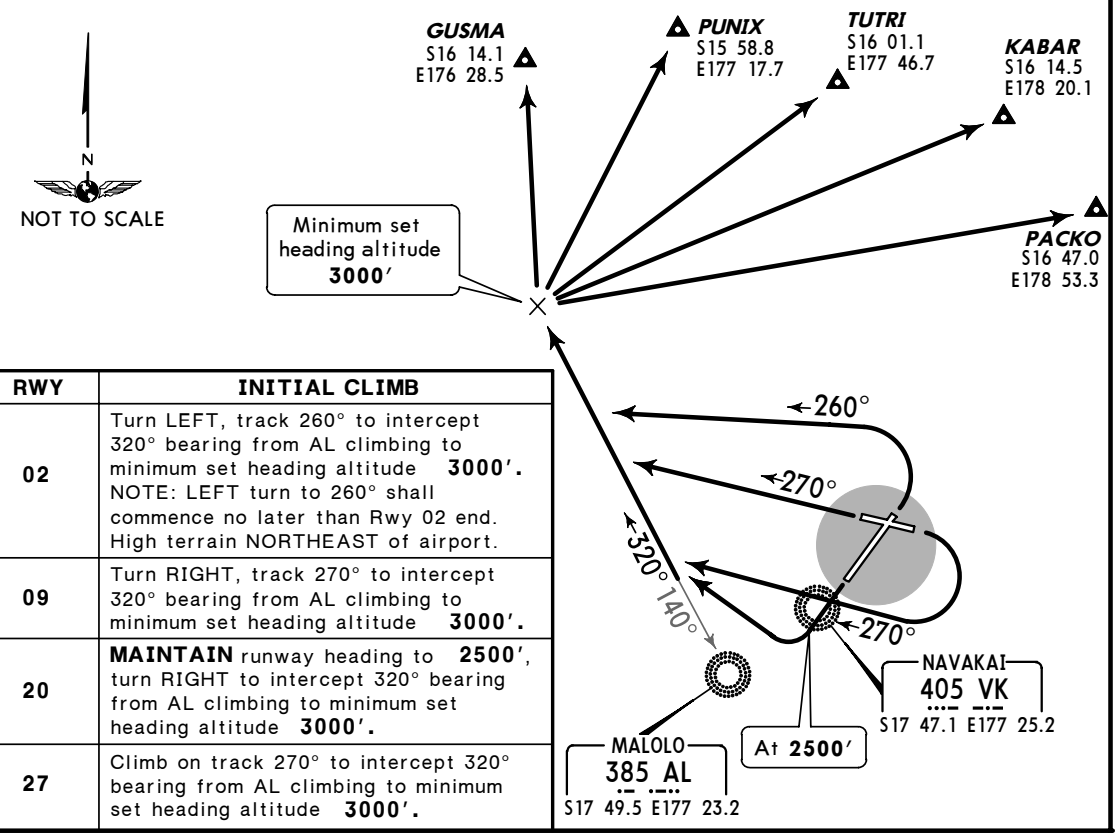
ALFA DEPARTURE



Direct distance from Nadi Intl to:
NN **7 NM**

RWY	INITIAL CLIMB
02	Turn LEFT, track 260° climbing to **2000′** or above, then RIGHT turn, track to NN. NOTE: LEFT turn to 260° shall commence no later than Rwy 02 end. High terrain NORTHEAST of airport.
09	Turn RIGHT, track 270° climbing to **2000′** or above, then RIGHT turn, track to NN.
20	**MAINTAIN** runway heading to **2500′**, turn RIGHT, track to NN.
27	Climb on track 270° to **2000′** or above, then RIGHT turn, track to NN.

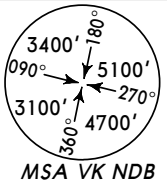
BRAVO DEPARTURE



RWY	INITIAL CLIMB
02	Turn LEFT, track 260° to intercept 320° bearing from AL climbing to minimum set heading altitude **3000′.** NOTE: LEFT turn to 260° shall commence no later than Rwy 02 end. High terrain NORTHEAST of airport.
09	Turn RIGHT, track 270° to intercept 320° bearing from AL climbing to minimum set heading altitude **3000′.**
20	**MAINTAIN** runway heading to **2500′**, turn RIGHT to intercept 320° bearing from AL climbing to minimum set heading altitude **3000′.**
27	Climb on track 270° to intercept 320° bearing from AL climbing to minimum set heading altitude **3000′.**

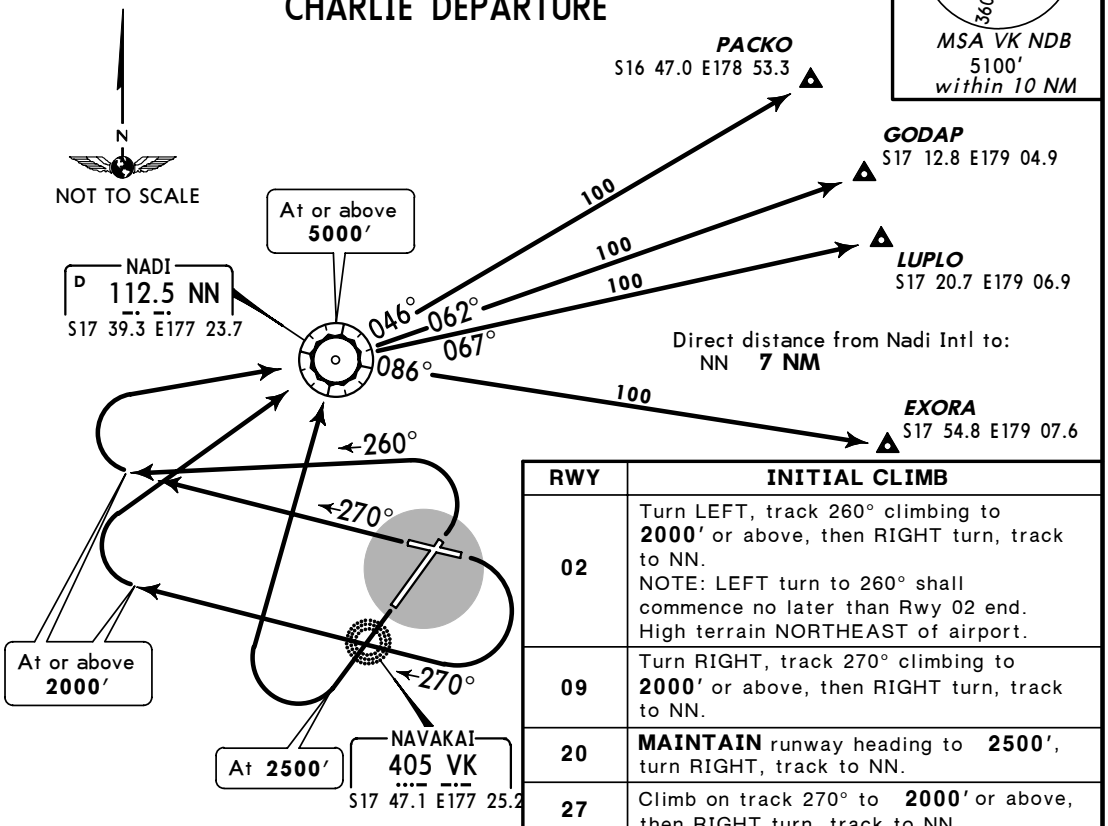
CHANGES: New format.

Apt Elev	
59′	Trans level: FL 130 Trans alt: 11000′ 1. Continue climbing throughout SIDs unless otherwise cleared. 2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.



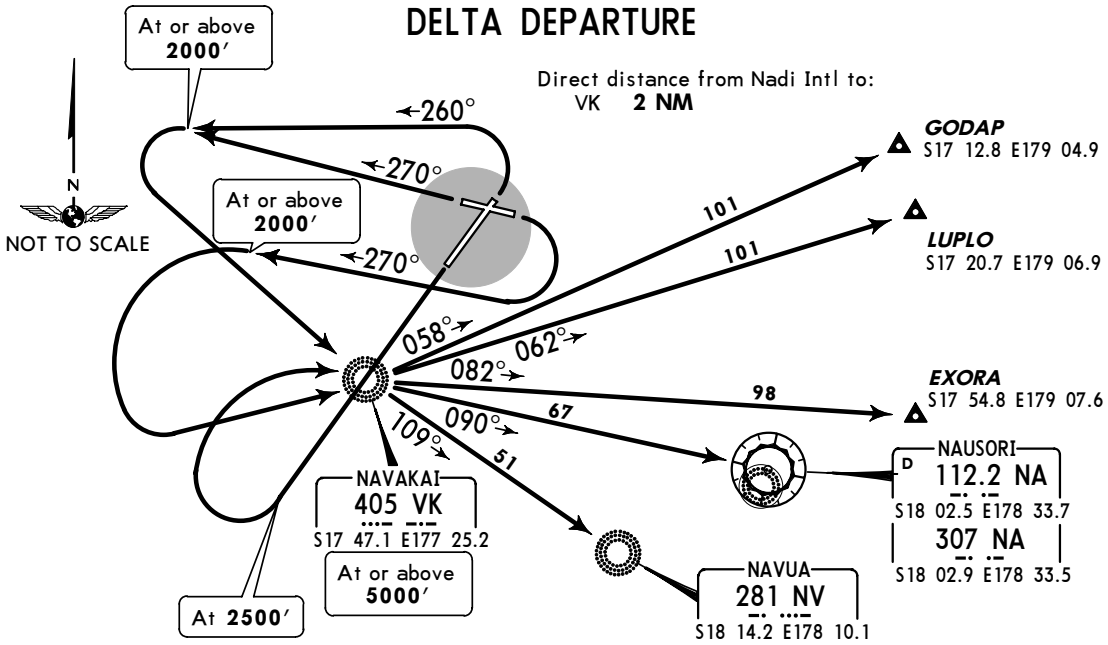
MSA VK NDB
5100′
within 10 NM

CHARLIE DEPARTURE



RWY	INITIAL CLIMB
02	Turn LEFT, track 260° climbing to **2000′** or above, then RIGHT turn, track to NN. NOTE: LEFT turn to 260° shall commence no later than Rwy 02 end. High terrain NORTHEAST of airport.
09	Turn RIGHT, track 270° climbing to **2000′** or above, then RIGHT turn, track to NN.
20	**MAINTAIN** runway heading to **2500′**, turn RIGHT, track to NN.
27	Climb on track 270° to **2000′** or above, then RIGHT turn, track to NN.

DELTA DEPARTURE



RWY	INITIAL CLIMB
02	Turn LEFT, track 260° climbing to **2000′** or above, then LEFT turn, track to VK. NOTE: LEFT turn to 260° shall commence no later than Rwy 02 end. High terrain NORTHEAST of airport.
09	Turn RIGHT, track 270° climbing to **2000′** or above, then LEFT turn, track to VK.
20	**MAINTAIN** runway heading to **2500′**, turn RIGHT, track to VK.
27	Climb on track 270° to **2000′** or above, then LEFT turn, track to VK.

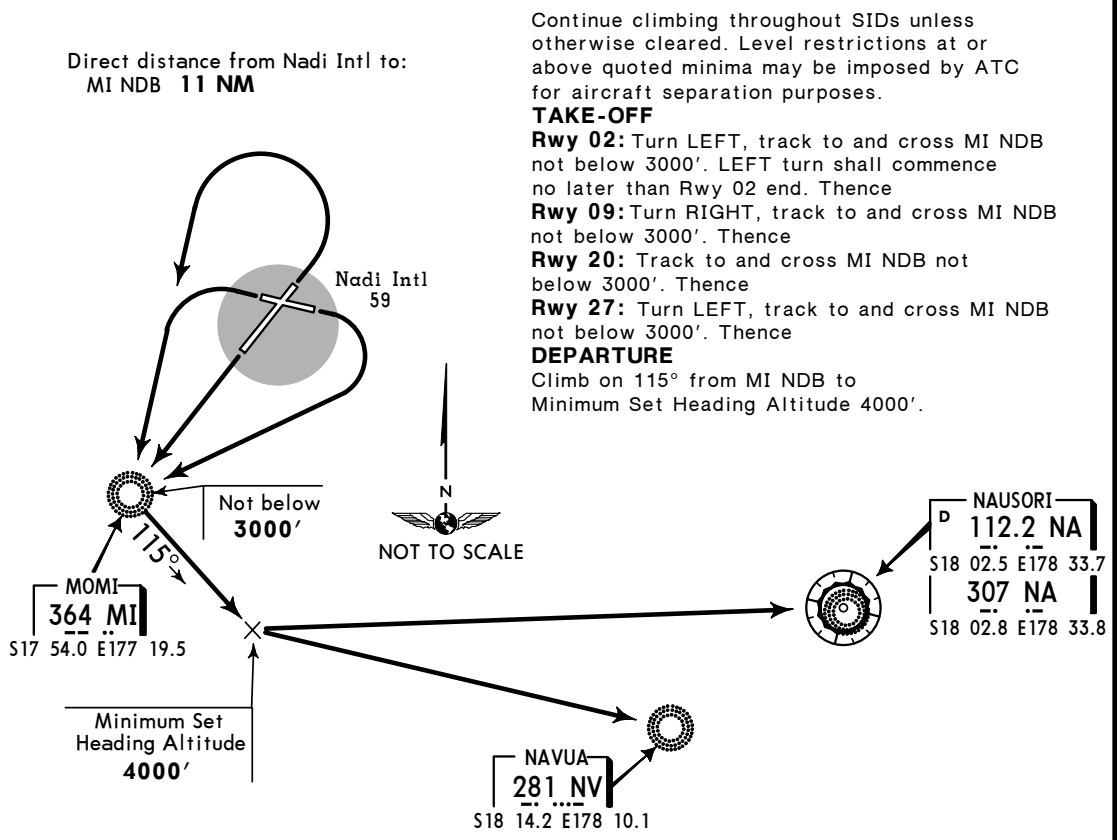
CHANGES: DELTA departure, new format.

JEPPESEN 21 JUN 02 (10-3B)

NADI, FIJI IS
NADI INTL

TRANS LEVEL: FL 130
TRANS ALT: 11000′

ECHO DEPARTURE



Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

TAKE-OFF

Rwy 02: Turn LEFT, track to and cross MI NDB not below 3000′. LEFT turn shall commence no later than Rwy 02 end. Thence

Rwy 09: Turn RIGHT, track to and cross MI NDB not below 3000′. Thence

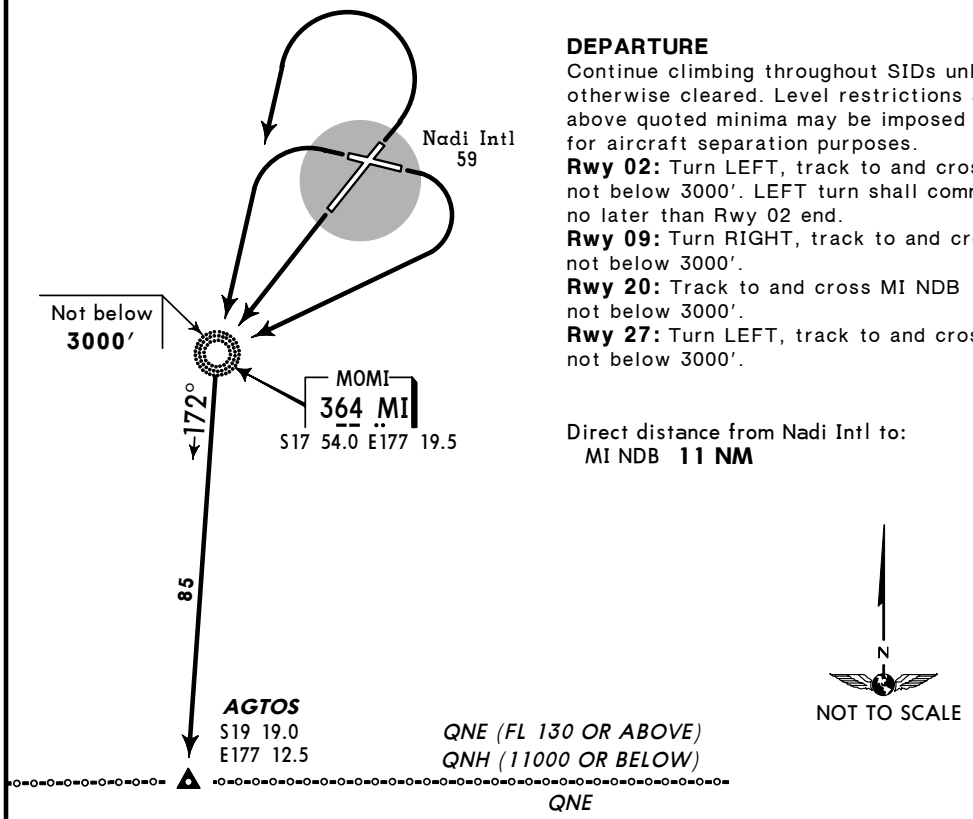
Rwy 20: Track to and cross MI NDB not below 3000′. Thence

Rwy 27: Turn LEFT, track to and cross MI NDB not below 3000′. Thence

DEPARTURE

Climb on 115° from MI NDB to Minimum Set Heading Altitude 4000′.

FOXTROT DEPARTURE



DEPARTURE

Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

Rwy 02: Turn LEFT, track to and cross MI NDB not below 3000′. LEFT turn shall commence no later than Rwy 02 end.

Rwy 09: Turn RIGHT, track to and cross MI NDB not below 3000′.

Rwy 20: Track to and cross MI NDB not below 3000′.

Rwy 27: Turn LEFT, track to and cross MI NDB not below 3000′.

Direct distance from Nadi Intl to:
MI NDB **11 NM**

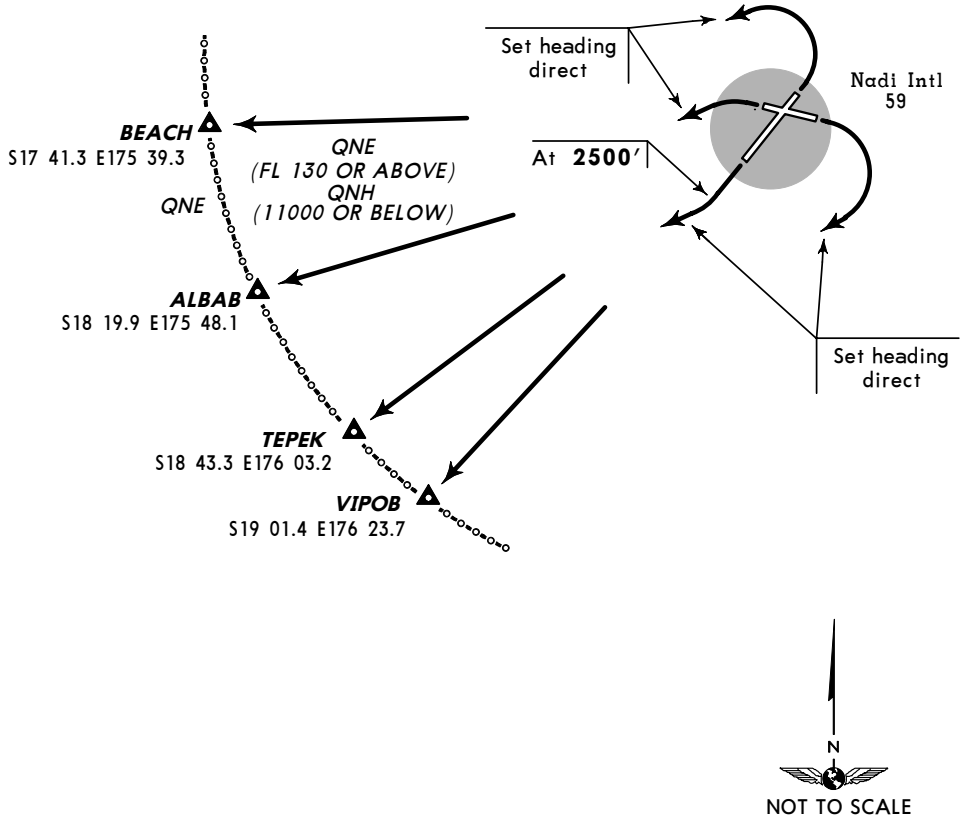
CHANGES: Rwy 20 departure text.

TRANS LEVEL: FL 130
TRANS ALT: 11000'

GOLF DEPARTURE

DEPARTURE
Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.
Rwy 02: Turn LEFT. Set Heading Direct.
LEFT turn shall commence no later than Rwy 02 end.
Rwy 09: Turn RIGHT. Set Heading Direct.
Rwy 20: MAINTAIN runway heading to 2500', turn RIGHT, Set Heading Direct.
Rwy 27: Set Heading Direct.

Direct distance from Nadi Intl to:
Albab Int **100 NM**
Beach Int **103 NM**
Tepek Int **98 NM**
Vipob Int **97 NM**



CHANGES: Rwy 20 departure.

NOISE ABATEMENT PROCEDURES

Local Time minus **12 HOURS** = UTC

The accelerated development in the Greater Nadi Town Area and the proximity of major hotels in the vicinity of Nadi Intl Airport has required the Civil Aviation Authority – Fiji to promulgate procedures to protect the environment in compliance with ICAO Annex 16.

DEPARTING AIRCRAFT

All turbojet aircraft departing Rwy 20 are required to use ICAO Type A climb technique (see Air Traffic Control, Series 200 pages). Maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

As an alternative, operators of aircraft which have engines with a bypass ratio greater than 3.5:1 may use the ICAO Type B climb technique. Maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

ARRIVING AIRCRAFT

Arriving jet aircraft on visual approaches will not be permitted to descend below 2500 ft until aligned with Rwy 02 centreline and established on the glidepath, north of MOMI (MI) NDB 8 NM from the threshold. Further, to assist with noise reduction at Nadi, it is recommended that, as far as practicable, pilots delay the deployment of flaps until operationally required.

VFR OPERATIONS

All aircraft VFR departures, arrivals, and operations in the Nadi Airport traffic circuit shall:

1. avoid flying over the Denarau Sheraton Fiji Resort; and
2. fly over the Sheraton Royal Denarau Resort at an altitude of not less than 2000 ft.

SPECIAL ARRIVAL PROCEDURES — RUNWAY 27

All circuit traffic and VFR arrivals from the south and west shall only descend below 1000 ft when aligned with Rwy 27 centreline, not less than 5 NM. Flying over the Tonoa Hotel and Mocambo Hotel below 1500 ft is prohibited.

APRON SLAB REPLACEMENT PROCEDURES

Introduction

Apron Slab Replacement work is being conducted at Nadi International Airport.

Airports Fiji Limited (AFL) will provide/delegate the provision of Surface Movement Control Apron (SMCA) services at Nadi Airport during the period of the Apron Slab Replacement Project.

Work Description

The work will comprise replacement of apron slabs in various stages from Aircraft Parking Gates 1 to 11, including apron shoulders and entrance to Taxiways Alpha and Bravo.

Duration

The work has commenced 0508020001 UTC, and the duration is approximately ten (10) months.

Operational Stages

The work will be broken down into eight stages. This procedure describes Stages 1 (duration five weeks) and Stage 2 (duration six weeks). All other Stages will be notified by repeat Procedures in due course.

Stage 1

TWY G shall be used to access RWY 02/20;

TWY A shall be closed;

Gate 6 is closed;

Gate 5 is restricted to B737-700 or smaller;

Gate 4 is restricted to b737-800/A320 or smaller.

Stage 2

TWY G shall be used to access RWY 02/20;

TWY A shall be closed;

Gate 4, 5 and 6 is closed.

Airport Operations

All eight (8) stages will be conducted in response and on a continuing basis for approximately 10 months.

Once a Stage becomes active, the work site will remain cordoned off on a twenty four (24) hour basis for the entirety of the stage.

The actual dates of commencement of work and applicable restrictions will be advised by NOTAM at least seventy two (72) hours prior to the commencement of the work stage.

Special Warnings

Taxiway centerline lights may not be available during some stages of work.

Taxiway centerlines and nose wheel guidance markings affected by the work will be repainted to reflect new taxi routes.

Construction equipment to a height of 30 feet AGL will be operating during all stages of the work.

APRON SLAB REPLACEMENT PROCEDURES

All machinery will be moved clear of the work site at the end of each working day.

Unserviceable areas will be cordoned off and delineated by barriers marked orange and white, with steady red lights.

AIRCRAFT OPERATING PROCEDURES

General

Light and Medium aircraft operations should plan to operate from RWY 09/27 at all times whereas Heavy aircraft should plan to operate on RWY 02/20.

Taxiing of aircraft shall be undertaken via TWYs G and B.

Aircraft will not be allowed to taxi under their own power in the proximity of the worksite, and will be towed past any work in progress.

Arrival

All arriving aircraft vacating RWY 02 via TWY G being allocated to Gates 1 to 5 (Stage 1) and Gates 1 to 3 (Stage 2), will be required to shut down engines at Tug Point ZULU and be towed to the allocated Gate.

All arriving aircraft vacating RWY 02 via TWY B being allocated to Gates 1 to 5 (Stage1) and Gates 1 to 3 (Stage 2), will shut down engines at Tug Point XRAY or YANKEE and be towed to the allocated Gate.

Engineers will advise SO (Safety Officer) if Wing-Walkers are required for arriving aircraft.

Departure

Departing aircraft requesting an intersection departure on RWY 20 from TWY G shall be pushed back to Tug Point YANKEE, start engines, taxi under own power onto RWY 20 via TWY G for departure.

Those departing aircraft requesting departure on RWY 09/27 via TWY B shall be pushed back onto TWY G, Tug Point ZULU, start engine and then taxi under own power for departure RWY 09/27 via that TWY B.

Engineers will advise SO if Wing-Walkers are required for departing aircraft.

For B747-400 operations, pushback to Tug Point YANKEE to be strictly enforced only when restrictions exist for arriving aircraft exiting via TWY Golf for Gate 8. At all other non-restrictive times, B747-400 to be pushed back to an appropriate point north of Tug Point YANKEE subject to approval by the SO and clearance by the SMCA for engine start. This precaution is currently anticipated for Stages 1 and 2 only.

Full length-takeoff RWY 20 – Ground Escort Team

Aircraft shall remain on SMCA frequency (Nadi Apron) when entering RWY 20 and will only be instructed to change to Nadi Tower once ready for the takeoff roll.

A Marshaller shall be required for all aircraft wishing to use full length of RWY 20.

The SO will escort the Marshaller and the tug onto RWY 20 and shall be the Ground Escort Team leader. The SO shall ensure RWY 20 (taxi route) is FOD free before vacating the runway.

Rescue Fire Services shall be notified whenever an aircraft will carry out pushback for a full-length departure.

APRON SLAB REPLACEMENT PROCEDURES

Full length-takeoff RWY 20 – Single aircraft

The departing aircraft will be pushed back to Tug Point YANKEE, start engines, taxi under own power onto RWY 20 via TWY G, shutdown engines if required, pushed back to the threshold RWY 20, restart engine if required, thence tow-bar disconnect.

The Ground Escort Team returns to apron via TWY G.

Full length-takeoff RWY 20 – Second and successive aircraft

The first aircraft will advise SMCA **"engine start complete"** prior to change to the Nadi Tower frequency.

The second and any successive aircraft shall be pushed back to Tug Point YANKEE but will only start engines when the Pilot of the first or preceding aircraft has advised "Engine Start Completed".

Areas of Responsibility

Designated Apron area within the confine of Nadi International Airport from Gates 1 to 11, its corresponding apron shoulders and TWYs A and G.

Surface Movement Controller – Apron (SMCA) Responsibilities

The SMCA will be responsible for the maintenance of discipline and compliance with regulations relating to the control of personnel, vehicles and aircraft as laid down in the Air Navigation Regulations, Fiji Manual of Air Traffic Services, Fiji AIP and Airside Operations Manual.

SMCA shall issue information and instructions to aircraft under its control to achieve a safe, orderly and expeditious flow of traffic with the objective of preventing collision.

AFL shall provide/delegate a rated Aerodrome Controller who will be located at the Apron with the full view of Apron operations, to act as the SMCA.

AFL shall ensure that the position/unit that SMCA is being delivered from, commands the full view of the designated Apron area of Nadi International Airport.

Safety Officer – Responsibilities

The SO will be responsible for coordinating work on the movement area and for ensuring that the safety requirements are met.

The SO shall be the Ground Escort Team Leader.

The SO shall ensure that all personnel, vehicle and aircraft operating within the Movement Area shall have the capability to two-way communications with the SMCA on 121.9 MHz.

AFL shall provide/delegate a Safety Officer (SO) with a minimum qualification of Aerodrome Flight Information Services (AFIS) rating.

Any deviation from these procedures will require full consultation between all the stakeholders.

Communication

SMCA will use Frequency 121.9 MHz as the primary means of communication to all vehicles, personnel and aircraft and mobile telephone as the backup.

Callsign of SMCA shall be **"Nadi Apron"**.

Callsign of the SO shall be **"Safety Officer"**.

APRON SLAB REPLACEMENT PROCEDURES

During full-length takeoff all parties involved in the pushback shall remain on the same frequency and maintain a continuous listening watch under the control of SMCA.

Tugs conducting pushback shall be allocated specific call-signs.

Control of Vehicles

All radio-equipped vehicles operating within the area specified in ***Areas of Responsibility*** listed above shall be provided with advice and information by Nadi Apron.

All other vehicles operating outside the area specified in ***Areas of Responsibility*** listed above shall be controlled by Nadi Ground on Freq 123.6 MHz.

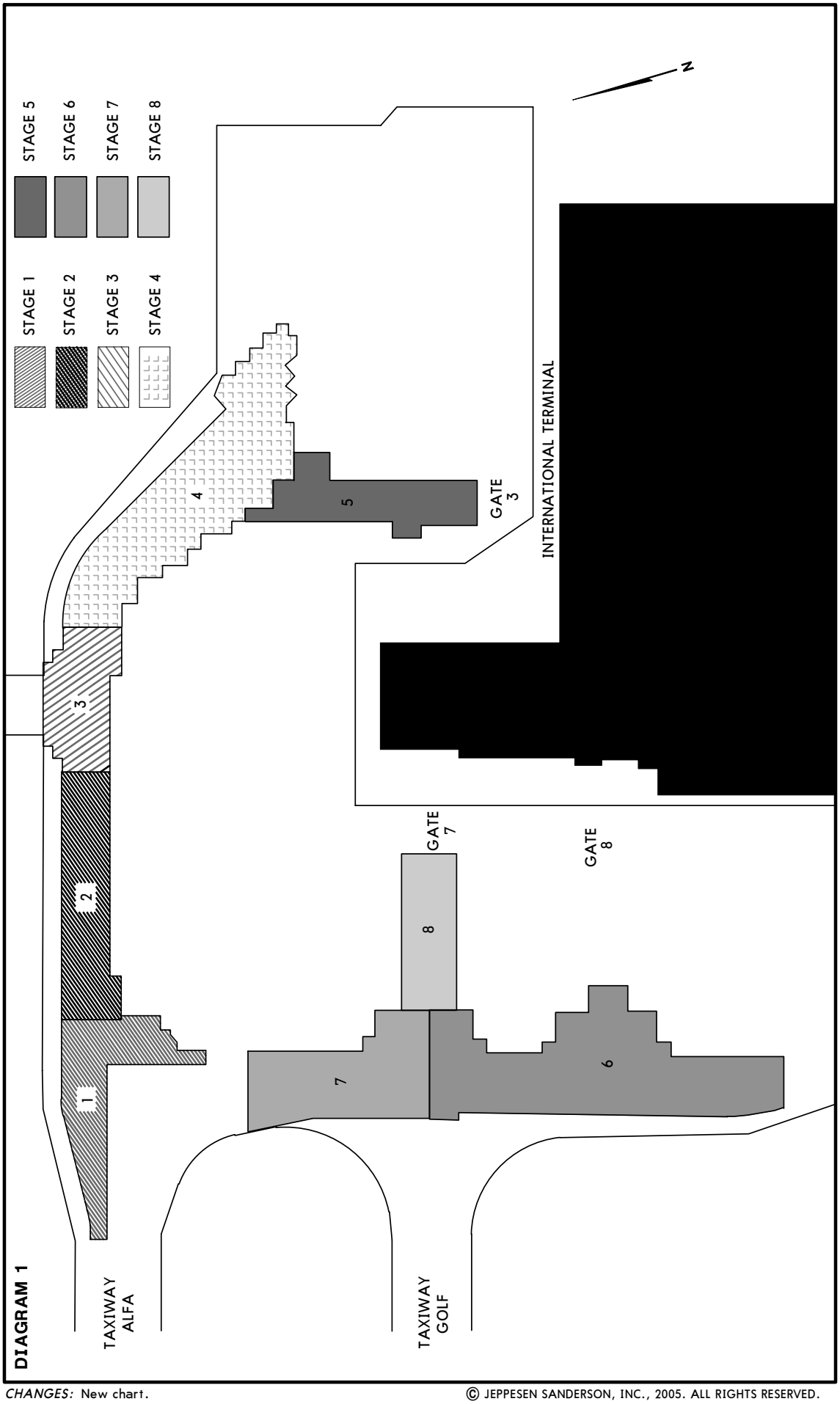
Hours of Operations

The hours of operations will be unrestricted.

Abnormal Operations

During phases 1 and 2, taxiway A will be closed but can be used only during emergency.

The decision to open taxiway Alpha rest solely with SMCA.



CHANGES: New chart.

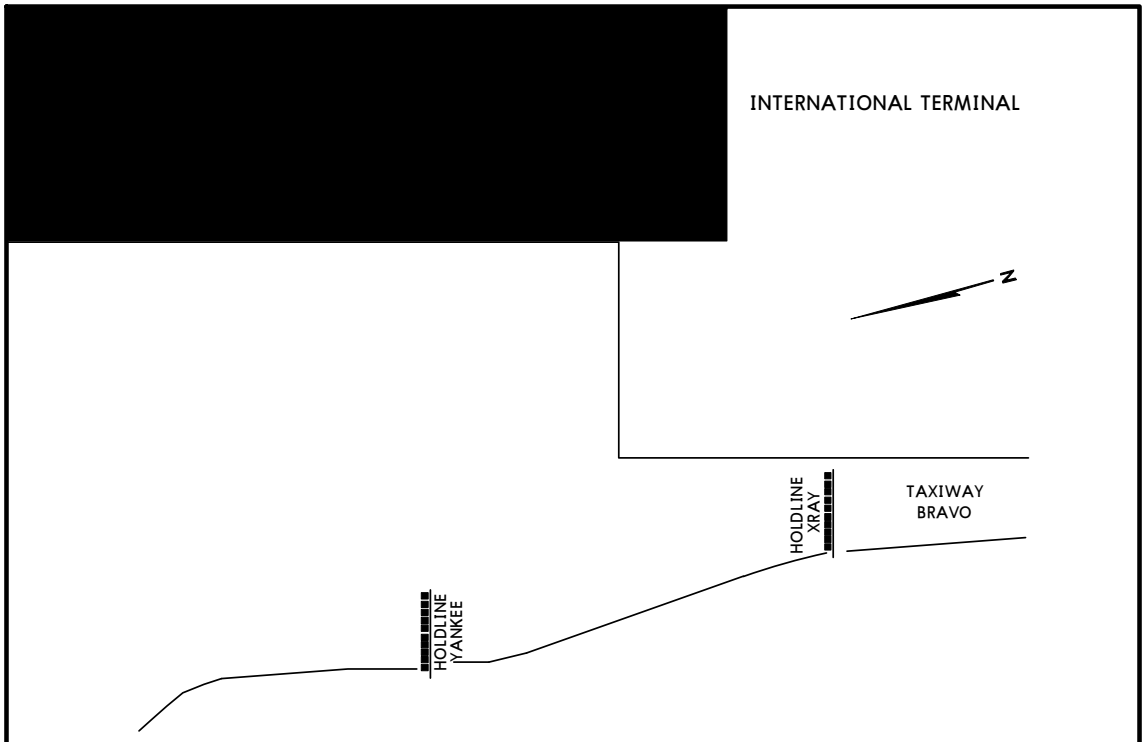
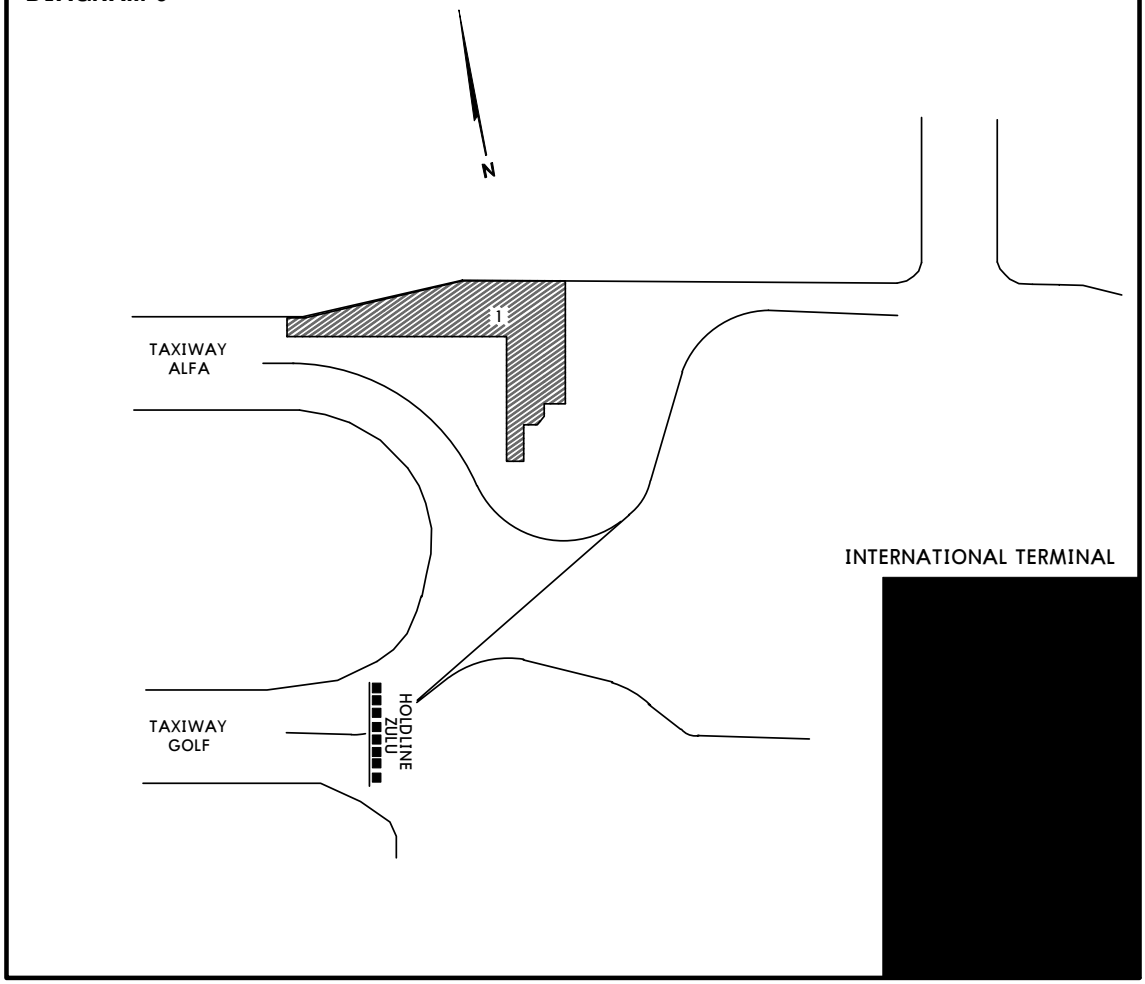


DIAGRAM 2
HOLD LINES YANKEE & X-RAY

DIAGRAM 3



CHANGES: New chart.

NFFN/NAN

Apt Elev 59′

142.6°/6.7 From NN 112.5

JEPPESEN

12 SEP 03 (10-9)

NADI, FIJI IS

NADI INTL

S17 45.4 E177 26.6

*ATIS	NADI Ground	Tower	
		1800-0800Z	0800-1800Z
127.9	121.9	118.1	119.1

Night landing not permitted on Rwys 20 and 27.
Night take-off not permitted on Rwy 09.
All turn maneuvers on runway restricted to the turning node provided.
Rwy 09/27 provided with turn alignment poles.
Rwy 09 Right traffic.

13°E

Pilots and operators are advised that due to high terrain to the North and Northeast of the aerodrome, aircraft departing from Rwy 02 must commence a LEFT turn onto heading 260° magnetic no later than Rwy 02 end.

20 204° Elev 41′

09 091° Elev 17′

98′ 30m Stopway

6998′ 2133m

10,499′ 3200m

02 024° Elev 26′

285′ 87m Stopway

27 271° Elev 59′

ARP

Control Tower 145′

115′

150′

168′

Feet 0 1000 2000 3000 4000

Meters 0 200 400 600 800 1000 1200

177-26 177-27 17-45 17-46

NADI INTERNATIONAL GROUND MOVEMENTS
PUSH BACK GATE

Aircraft pushing back from gates which are not visible from the Control Tower will be instructed by ATC to push back at their own discretion. However, to protect ground personnel from jet blast, ground engineers will be responsible for push back operation prior to starting up of engines until receiving advice from the pilot to disconnect.

PARKING STAND COORDINATES

STAND NO.	COORDINATES
1	S17 45.2 E177 27.2
2, 3	S17 45.2 E177 27.1
4	S17 45.1 E177 27.1
5L, 5R, 6, 7	S17 45.1 E177 27.0
8 thru 11	S17 45.2 E177 27.0
12A, 12B	S17 45.3 E177 27.0
13 thru 15	S17 45.3 E177 27.0
16	S17 45.3 E177 27.1

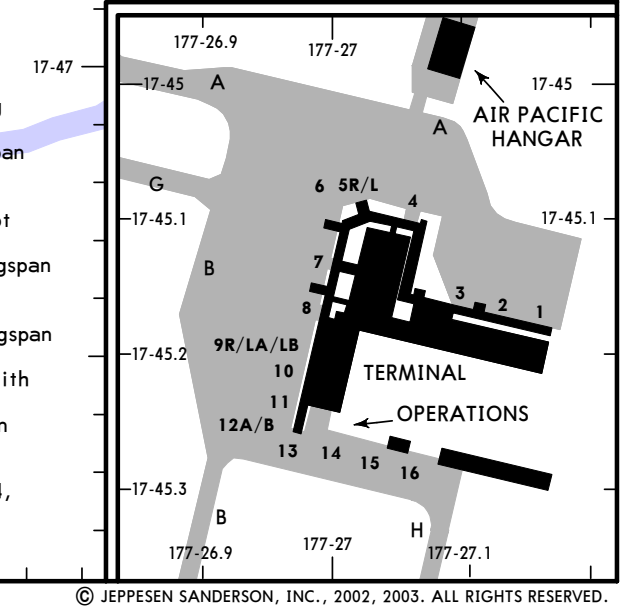
STANDS UNRESTRICTED

Stand Nos. 1, 2, 3, 7, & 8

STAND RESTRICTIONS

Stand 4 for use by acft with wingspan not exceeding 95′ *(29m)*.
Stand 5 available only when 6 is not occupied & may be used by acft with wingspan not exceeding 95′*(29m)*.
Stands 9LA, 9LB & 13 for use by acft with wingspan not exceeding 65′ *(20m)*.
Stand 9R available only when 9LA & 9LB are not occupied & may be used by acft with wingspan not exceeding 100′ *(30m)*.
Stand 10 reserved, may be used by acft with wingspan not exceeding 100′ *(30m)*
Stand 11 primarily for jet acft parking between 0300-0530 daily & may be used by acft with wingspan not exceeding 100′ *(30m)*.
Stands 12A & 12B are available for use by acft with wingspan not exceeding 50′ *(15m)*.
Stands 14, 15, & 16 for use by acft with wingspan not exceeding 76′ *(23m)*.

Note: Aircraft on stand nos. 9, 10, 11, 12, 13, 14, 15, & 16 should park tail to Terminal to AVOID Propeller accidents.



CHANGES: Notes.

GENERAL

CAUTION: Birds feed on grass areas.

Light aircraft operations by prior permission only.

Operations by non-radio aircraft not permitted.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold DAY	Threshold NIGHT	Glide Slope	TAKE-OFF DAY	TAKE-OFF NIGHT	WIDTH
02	HIRL CL HIALS ❶ PAPI-L (angle 3.00°)			9532′ *2905m*			148′ *45m*
20	HIRL ❶ PAPI-L (angle 3.20°)		NA				
❶ PAPI recognition and range may be reduced to 1 NM *(1.8 km)* or less by smoke from cane field fires.							
09	RL ALS ❷ PAPI-L (angle 3.00°)					NA	148′ *45m*
27	RL ❷ PAPI-L (angle 3.00°)		NA				
❷ PAPI recognition and range may be reduced to 1 NM *(1.8 km)* or less by smoke from cane field fires.							

TAKE-OFF

	Rwys 20, 27 DAY	Rwys 20, 27 NIGHT	Rwy 02 DAY	Rwy 02 NIGHT	Rwy 09 DAY	Rwy 09 NIGHT
1 Eng	300′-*1500m*		500′-*1500m*		500′-*1500m*	NA
2 Eng						
3 & 4 Eng						

DEPARTURE PROCEDURE

Rwy 02, Left turn onto a 260° heading should commence no later than Rwy 02 end.

Rwy 09, Make Right turn through 180° after take-off.

FOR FILING AS ALTERNATE

	Precision	Twin NDB	NDB Rwy 02 LOC Rwy 02
A	600′-*3000m*	800′- *4000m*	NA
B		800′-*5 km*	
C		1000′-*6 km*	
D		1100′-*7 km*	

CHANGES: Rwy 02 usable length, take-off minimums.

NFFN/NAN
NADI INTL

JEPPESEN
11 FEB 05 (11-1)

NADI, FIJI IS
ILS or LOC Rwy 02

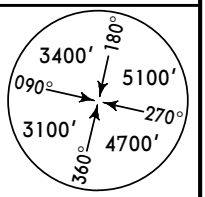
*ATIS	NADI Approach	NADI Tower 1800-0800Z	NADI Tower 0800-1800Z	Ground
127.9	119.1	118.1	119.1	121.9

BRIEFING STRIP™

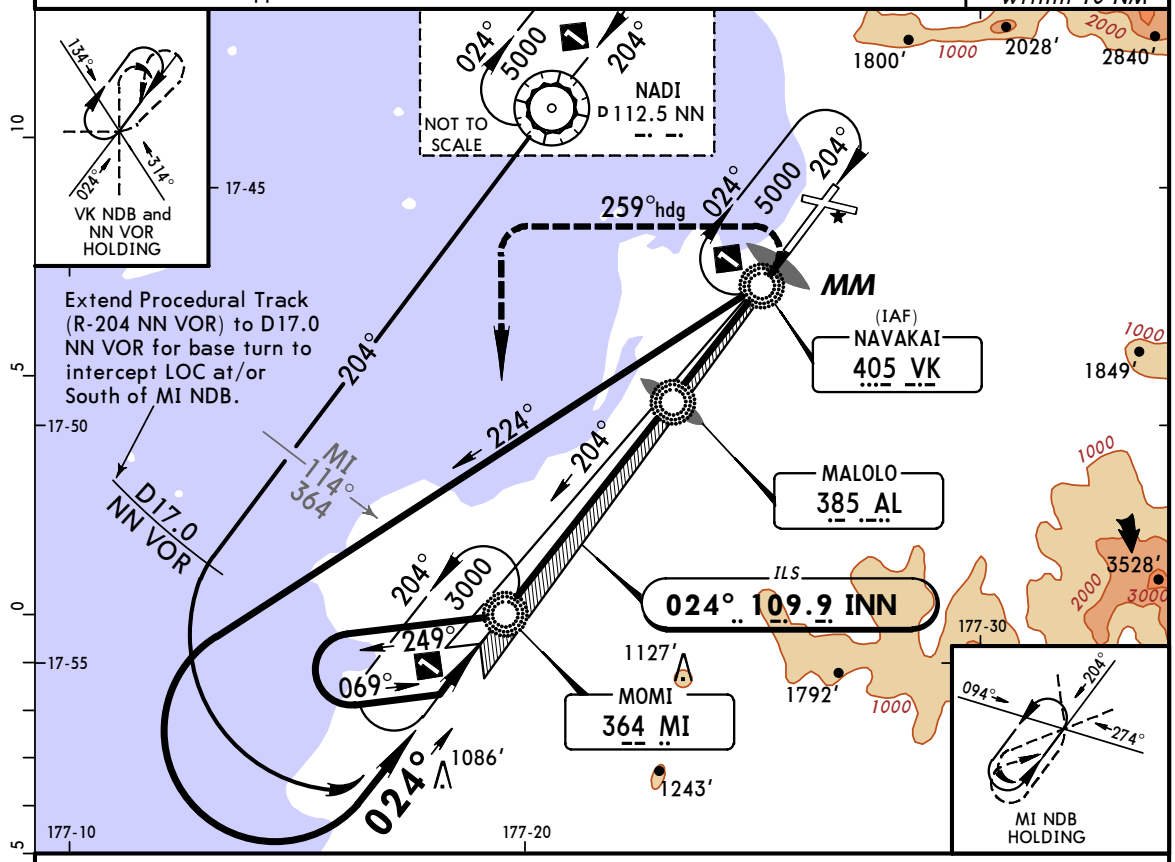
LOC INN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY 02
109.9	024°	1335′ (1309′)	230′ (204′)	59′ / 26′

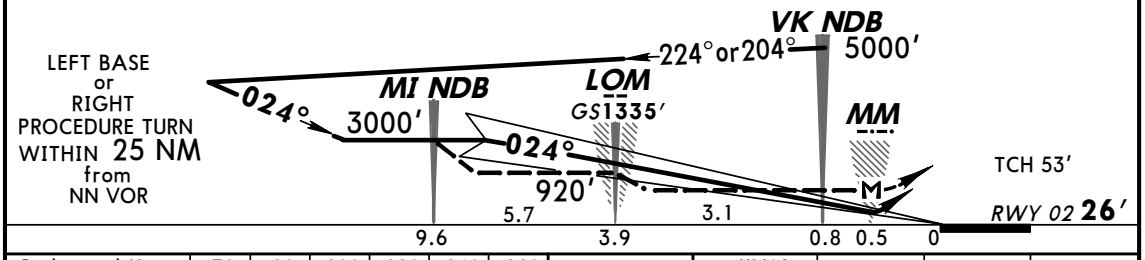
MISSED APCH: Turn LEFT, heading 259°. Climb to 2500′. At 2500′, turn LEFT track to MI NDB climbing to 3000′. Await further instructions from ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans Level: FL 130 Trans alt: 11000′
1. Max IAS missed approach turn 185 kt.



MSA VK NDB
5100′
within 10 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at MM or LOM to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

HIALS
PAPI
LT
259° hdg
2500′

PANS OPS

STRAIGHT-IN LANDING RWY 02

	ILS DA(H) 230′ (204′) FULL	ILS HIRL out	ILS HIALS out	LOC (GS out) MDA(H) 400′(374′)	LOC (GS out) HIALS out
A	800m	1200m	1500m	1900m	2800m
B					
C					
D					

CIRCLE-TO-LAND

Rwys 02, 09, 27
Circling Not Authorized North of Rwy 09/27

Max Kts	MDA(H)
100	600′(541′)-2400m
135	
180	620′(561′)-4000m
205	920′(861′)-5000m

[1] Rwy 20
DAY ONLY

Max Kts	MDA(H)
A	NA
135	1000′(941′)-5 km
180	2100′(2041′)-6 km
185	

[1] Cat C, D: Left hand circuits.

CHANGES: Procedure.

NFFN/NAN
NADI INTL

JEPPESEN
11 FEB 05 (13-1) CAT A & B

NADI, FIJI IS
TWELVE NORTH VOR DME Arc

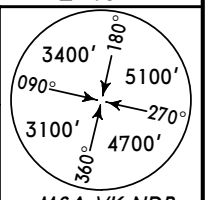
*ATIS	NADI Approach	NADI Tower		Ground
		1800-0800Z	0800-1800Z	
127.9	119.1	118.1	119.1	121.9

BRIEFING STRIP ™

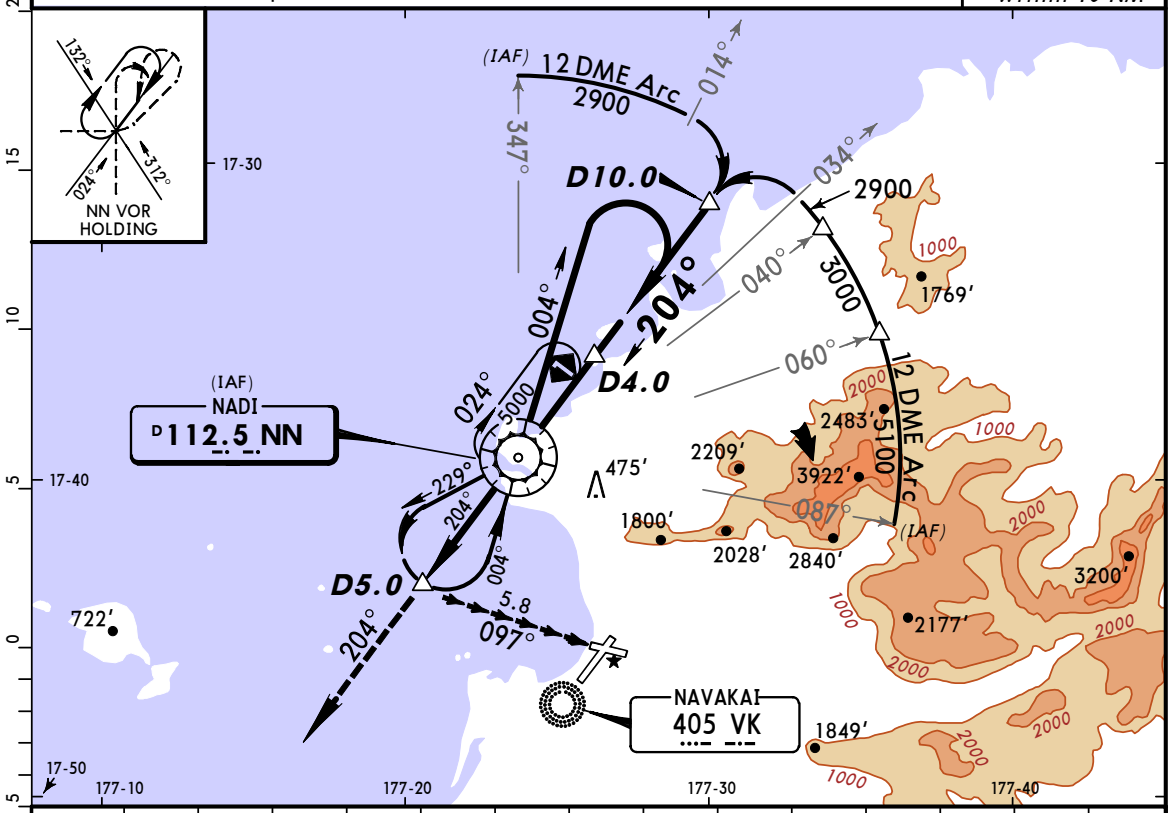
VOR	Final Apch Crs		MDA(H)	Apt Elev 59′
NN 112.5	204°	No FAF	Refer to Minimums	

MISSED APCH: Track NN VOR R-204, climb to 2500′ and await instructions from ATC.

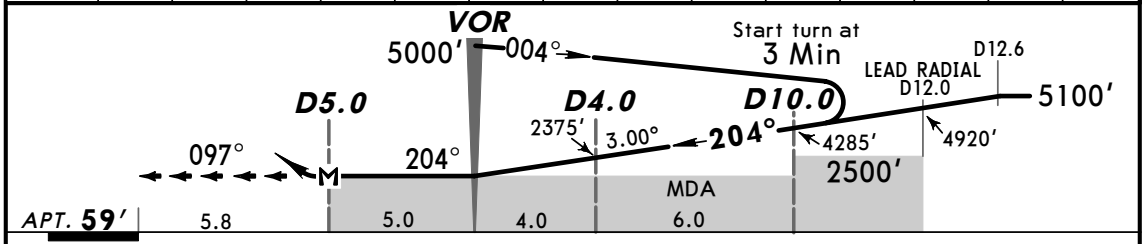
Alt Set: hPa	Apt Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000′



MSA VK NDB
5100′
within 10 NM



NN DME	VOR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.6
ALTITUDE	1100′	1420′	1740′	2060′	2375′	2695′	3010′	3330′	3650′	3965′	4285′	4600′	4920′	5100′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D5.0						

Lighting - Refer to Airport Chart

NN 112.5 R-204

2500′

PANS OPS

CIRCLE-TO-LAND

	Max Kts	Rwys 02, 09, 27 Circling Not Authorized North of Rwy 09/27 MDA(H)	Max Kts	Rwy 20 DAY ONLY MDA(H)
A	100	1100′ (1041′) -5000m	A	NA
B	135		B	135 1000′ (941′) -5 km
C		NOT APPLICABLE	C	NOT APPLICABLE
D			D	

CHANGES: Circling minimums.

NFFN/NAN
NADI INTL

JEPPESEN
13 AUG 04 (16-1)

NADI, FIJI IS
NDB Rwy 02

*ATIS	NADI Approach	NADI Tower		Ground
		1800-0800Z	0800-1800Z	
127.9	119.1	118.1	119.1	121.9

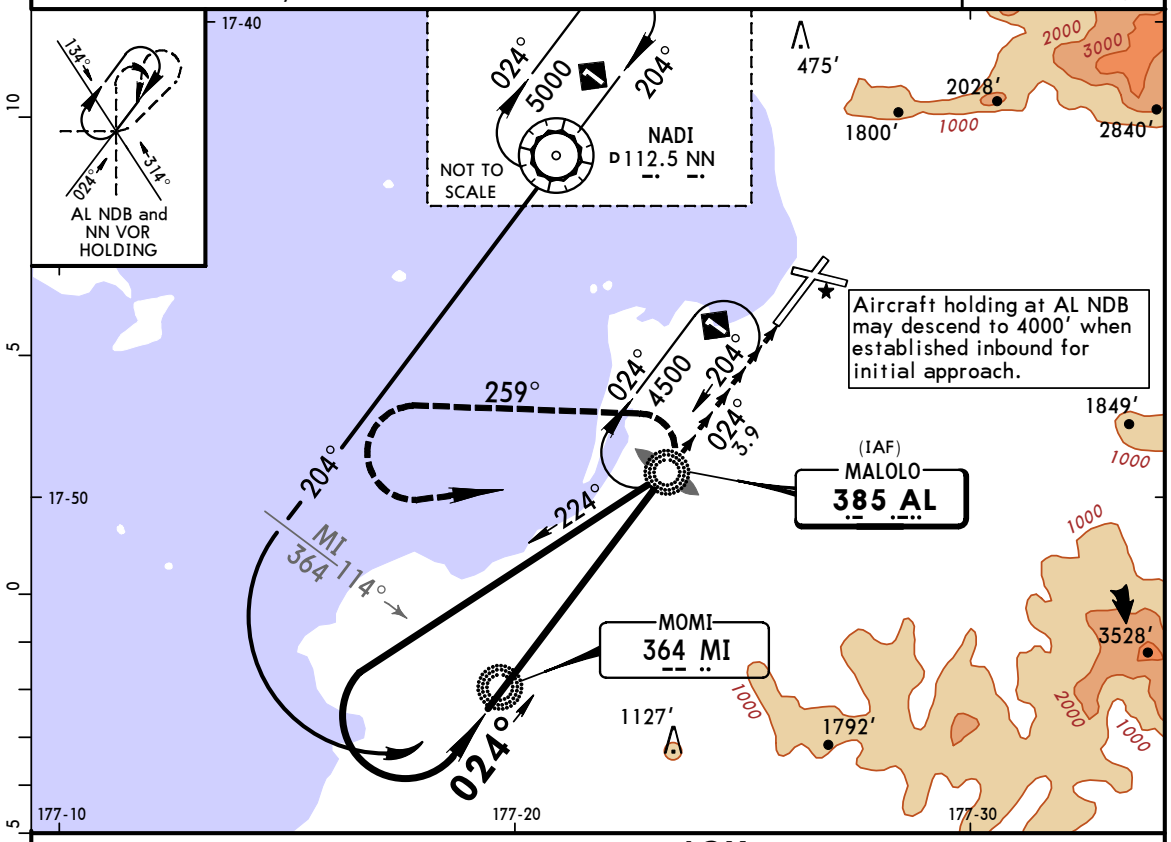
BRIEFING STRIP™

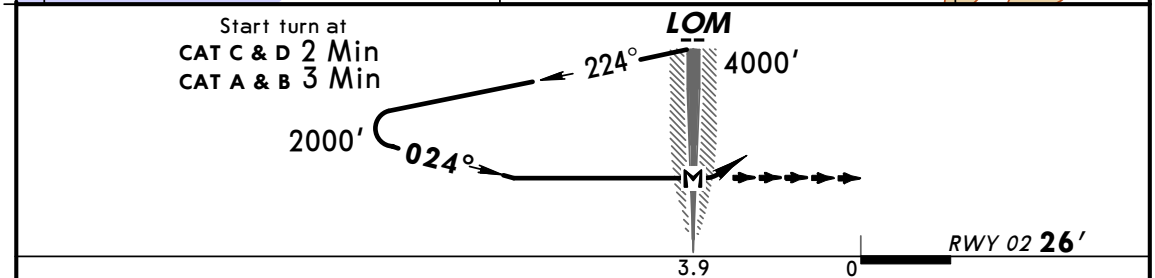
LOM	Final Apch Crs		MDA(H)	
AL		No FAF		Apt Elev 59′
385	024°		1300′ (1274′)	RWY 02 26′

MISSED APCH: Turn LEFT, track 259°. At 4500′ turn LEFT, track to AL NDB. Await further instructions from ATC.

MSA AL NDB
5100′
within 10 NM

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′





MAP at LOM

HIALS
PAPI
LT
259°

STRAIGHT-IN LANDING RWY02

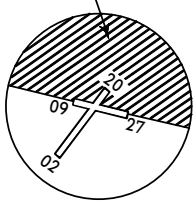
MDA(H) 1300′ (1274′)

	HIALS out
A	3000m
B	
C	3900m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1300′ (1241′) -2400m
135	
180	1300′ (1241′) -4000m
205	1300′ (1241′) -5000m

Circling Not Authorized North of Rwy 09/27



PANS OPS

CHANGES: None.

NFFN/NAN
NADI INTL

JEPPESEN
13 AUG 04 (16-2)

NADI, FIJI IS
TWIN NDB Rwy 02

BRIEFING STRIP

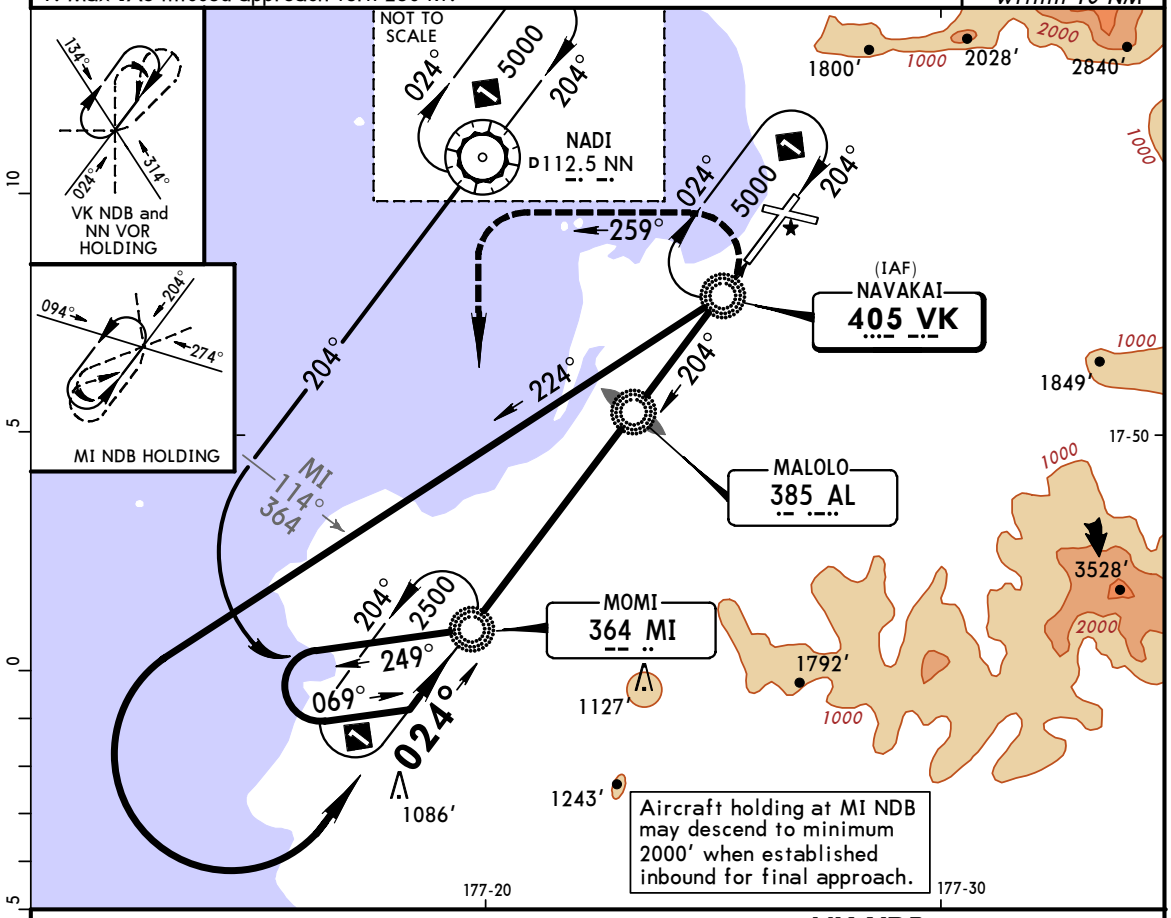
*ATIS	NADI Approach	NADI Tower 1800-0800Z	NADI Tower 0800-1800Z	Ground
127.9	119.1	118.1	119.1	121.9

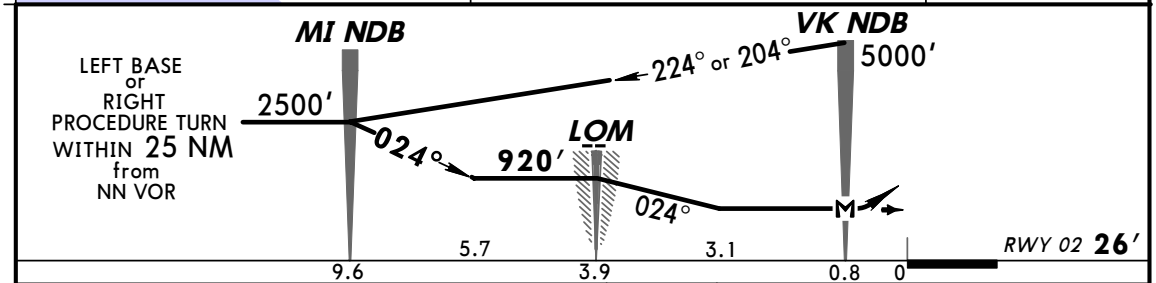
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY 02
VK 405	024°	LOM 920′ (894′)	420′ (394′)	59′ / 26′

MISSED APCH: Turn LEFT, track 259°. Climb to 2500′. At 2500′ turn LEFT, track to MI NDB. Await further instructions from ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′
1. Max IAS missed approach turn 230 kt.

3400′ 5100′ 3100′ 4700′
MSA VK NDB 5100′ within 10 NM





						HIALS PAPI	LT	259°	2500′
MAP at VK NDB									

STRAIGHT-IN LANDING RWY02

MDA(H) 420′ (394′)

	HIALS out
A	2000m
B	2000m
C	2000m
D	2900m

CIRCLE-TO-LAND

Rwys 02, 09, 27
Circling Not Authorized North of Rwy 09/27

Max Kts	MDA(H)
100	600′(541′) -2000m
135	620′(561′) -2400m
180	840′(781′) -4000m
205	920′(861′) -5000m

[1] Rwy 20 DAY ONLY

Max Kts	MDA(H)
A	NA
135	1000′(941′)-5 km
180	2100′(2041′)-6 km
185	

PANS OPS

[1] Cat C, D: Left hand circuits.

CHANGES: Circling minimums.

NFFN/NAN
NADI INTL

JEPPESEN
5 NOV 04 (18-1)

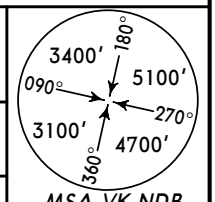
NADI, FIJI IS
GPS Rwy 02

*ATIS	NADI Approach	NADI Tower 1800-0800Z	NADI Tower 0800-1800Z	Ground
127.9	119.1	118.1	119.1	121.9

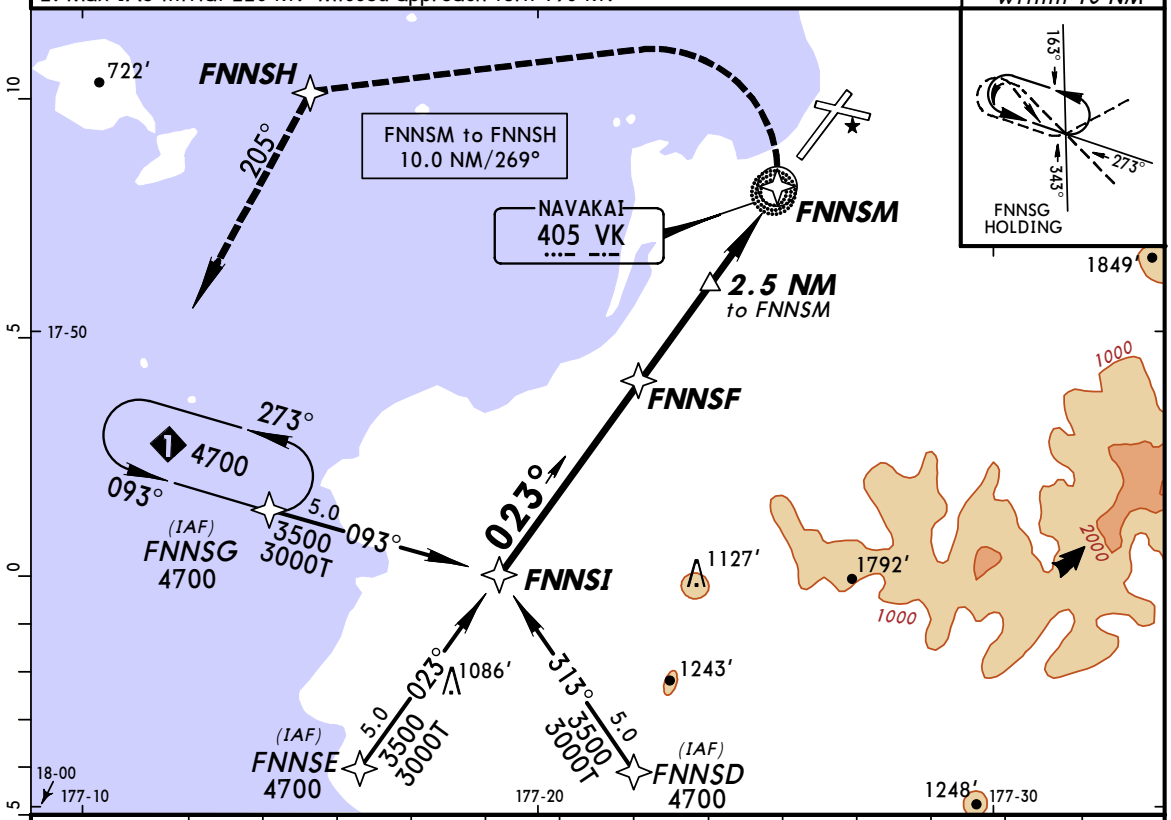
GPS	Final Apch Crs	Minimum Alt FNNSF	MDA(H)	Apt Elev / RWY 02
	023°	1910′ (1884′)	510′ (484′)	59′ / 26′

MISSED APCH: Turn LEFT, immediately track direct to FNNSH, then track 205°. Climb to 3400′.

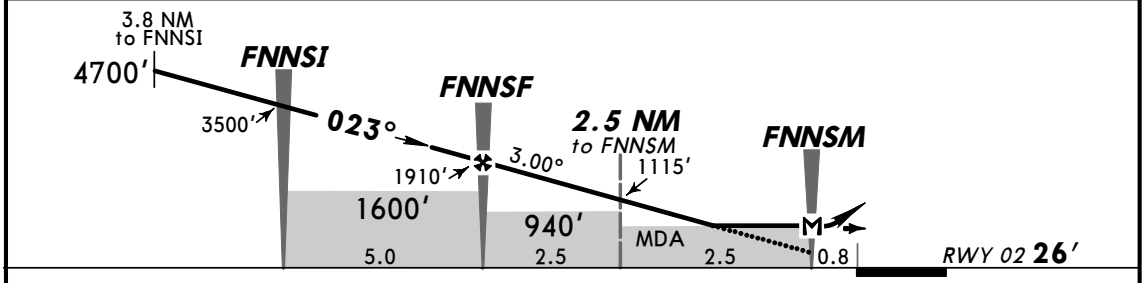
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′
1. Do not delay turn due to high terrain to the North and Northeast of the airport.
2. Max IAS initial 220 kt. Missed approach turn 190 kt.



MSA VK NDB
5100′
within 10 NM



NM to NEXT WPT	3.8	FNNSI	4.0	3.0	2.0	1.0	FNNSF	4.0	3.0	2.0	1.0	0.6	FNNSM
ALTITUDE	4700′	3500′	3185′	2865′	2545′	2230′	1910′	1590′	1275′	955′	635′	510′	



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at FNNSM						

HIALS PAPI LT D FNNSH

PANS OPS

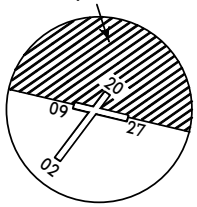
STRAIGHT-IN LANDING RWY 02
MDA(H) 510′ (484′)

	HIALS out
A	1600m
B	1600m
C	2000m
D	2400m

Max Kts	MDA(H)
100	760′ (701′)-2400m
135	
180	1060′ (1001′)-4000m
205	1060′ (1001′)-5000m

CIRCLE-TO-LAND

Circling Not Authorized North of Rwy 09/27



CHANGES: New procedure.

NFFN/NAN
NADI INTL

JEPPESEN
5 NOV 04 (18-2)

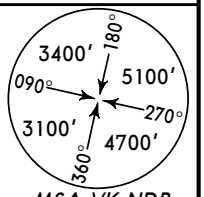
NADI, FIJI IS
CAT A, B, C GPS Rwy 09

*ATIS	NADI Approach	NADI Tower 1800-0800Z	NADI Tower 0800-1800Z	Ground
127.9	119.1	118.1	119.1	121.9

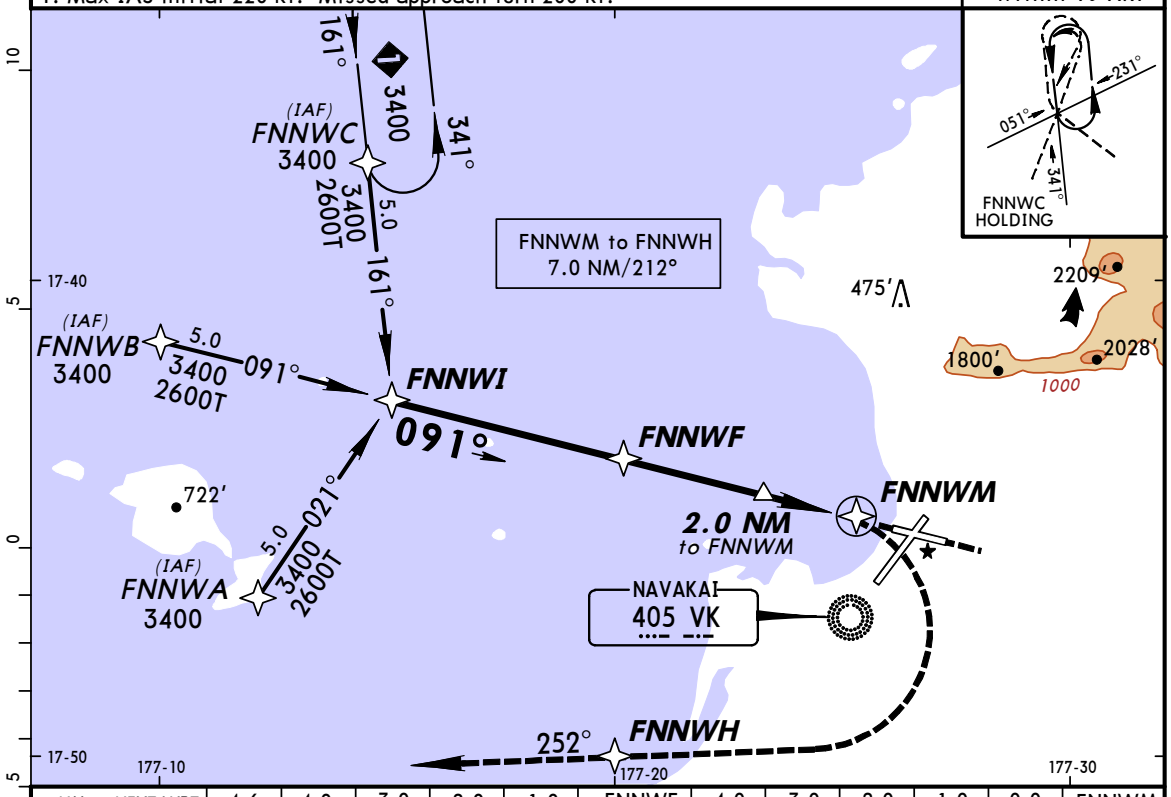
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY 09
	091°	FNNWF 1940′ (1923′)	360′ (343′)	Apt Elev 59′ / RWY 09 17′

MISSED APCH: Turn RIGHT, track direct to FNNWH, thence 252°. Climb to 3400′.

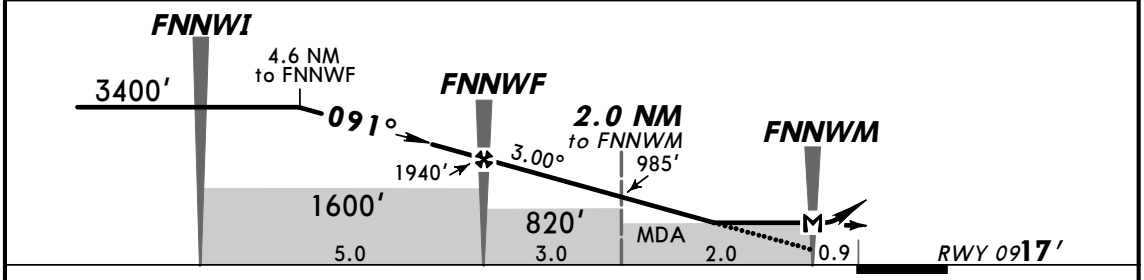
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′
1. Max IAS initial 220 kt. Missed approach turn 200 kt.



MSA VK NDB
5100′
within 10 NM



NM to NEXT WPT	4.6	4.0	3.0	2.0	1.0	FNNWF	4.0	3.0	2.0	1.0	0.0	FNNWM
ALTITUDE	3400′	3215′	2895′	2575′	2255′	1940′	1620′	1300′	985′	665′	360′	



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at FNNWM						

ALS PAPI RT FNNWH

STRAIGHT-IN LANDING RWY 09

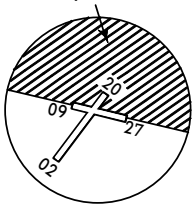
MDA(H) 360′ (343′)

	ALS out
A	1600m
B	
C	
D	NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760′ (701′)-2400m
135	
180	1060′ (1001′)-4000m
D	NOT APPLICABLE

Circling Not Authorized North of Rwy 09/27



PANS OPS

CHANGES: New procedure.