

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** SUN-FRI 2000-0500 \pm , SAT, SUN, HOL O/R.**Night Restrictions**

RWY 09: No TKOF.

RWY 20 and 27: No LDG.

Airport Information**RFF:** CAT 9**PCN:** RWY 02/20: 80/F/C/X/T, RWY 09/27: 65/F/C/X/T**Operation****TWY Restrictions**

TWY C width 21m / 69ft

TWY F width 13m / 43ft

TWY H width 16m / 52ft

TWY B (APN area) between TWY G and B AVBL up to B767 except for larger ACFT on push-back from gate 8 to face north.

TWY H AVBL for ACFT up to ATR 42.

Taxiing between TWY G and B restricted to ACFT with MAX wingspan 52m / 171ft unless authorized by ATC.

Taxiing between TWY B and H restricted to ACFT with MAX wingspan 27.05m / 89ft unless authorized by ATC.

Taxi/Parking

Turning bay RWY 09/27: Follow alignment markings to remain on paved SFC of RWY end turning area. Guidance is provided for both, ACFT alignment on entering the RWY end turning areas and for turn commencement. Alignment poles are painted white. When the turn guidance poles come into alignment for the PIC - turn ACFT.

Exercise caution when taxi from Domestic APN Gate 14, 15, 16, due to possible ACFT taxing into APN via TWY B or H.

Warnings

MI NDB: At MNM ALT excessive ADF needle fluc may be experienced in areas NE and E beyond 10NM from NDB. Under certain conditions false station passage may be indicated over hills E of NDB.

Hot air balloon OPS will take place daily from 1730-2000 within Nadi CTR outside a 2.6NM radius from AD up to 3000ft and restricted to the east of extended CL RWY 20.

High terrain north and northeast of AD.

Avoid overflying the Vuda fuel farm below 1000ft AGL.

Gas cannons may be in operation between 1730-0530 for bird dispersal. Loud bangs may occur.

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

VFR Traffic Pattern

RWY 09 right-hand circuit.

Visual APCH

Maintain 3000ft until aligned with RWY 02 CL and established on GP north of MOMI NDB 8NM of THR.

Special ARR PROC RWY 27: All circuit TFC and VFR ARR from the south and west shall only descend below 1000ft when aligned with RWY 27 CL not less than 5NM. Flying over the TANOVA Hotel and MOCAMBO Hotel is prohibited below 1500ft.

Non-standard GP Intercept Position on RWY 02

GP intercepts RWY 02 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2898m / 9507ft.

DEPARTURE

Take-off Minima

RWY		20, 27	
All ACFT	ft - m/km	0 - 800V	wo RENL, HJ only WX VIS is confirmed by PIL by observation the RCLM
		c300 - 1.5V	wo RENL, HJ only
RWY		02	
All ACFT	ft - m/km	c500 - 1.5V	-
RWY		09	
All ACFT	ft - m/km	c500 - 1.5V	HJ only

Departure Procedure

Start-up/Push-back

Stands 1-5: push-back at pilot's own discretion due to restricted visibility from TWR.

Noise Abatement Procedure

RWY 20: use TKOF PROC A and in addition TKOF ROC B might be use for ACFT with bypass ratio greater 3.5:1.

Maintain 2500ft on RWY TR unless otherwise instructed.

ATC Slot, Clearance

REQ CLR at least 15min prior to start on APP and monitor DEP.

Nadi Inti **Nadi** Fijii

AGC
AFC

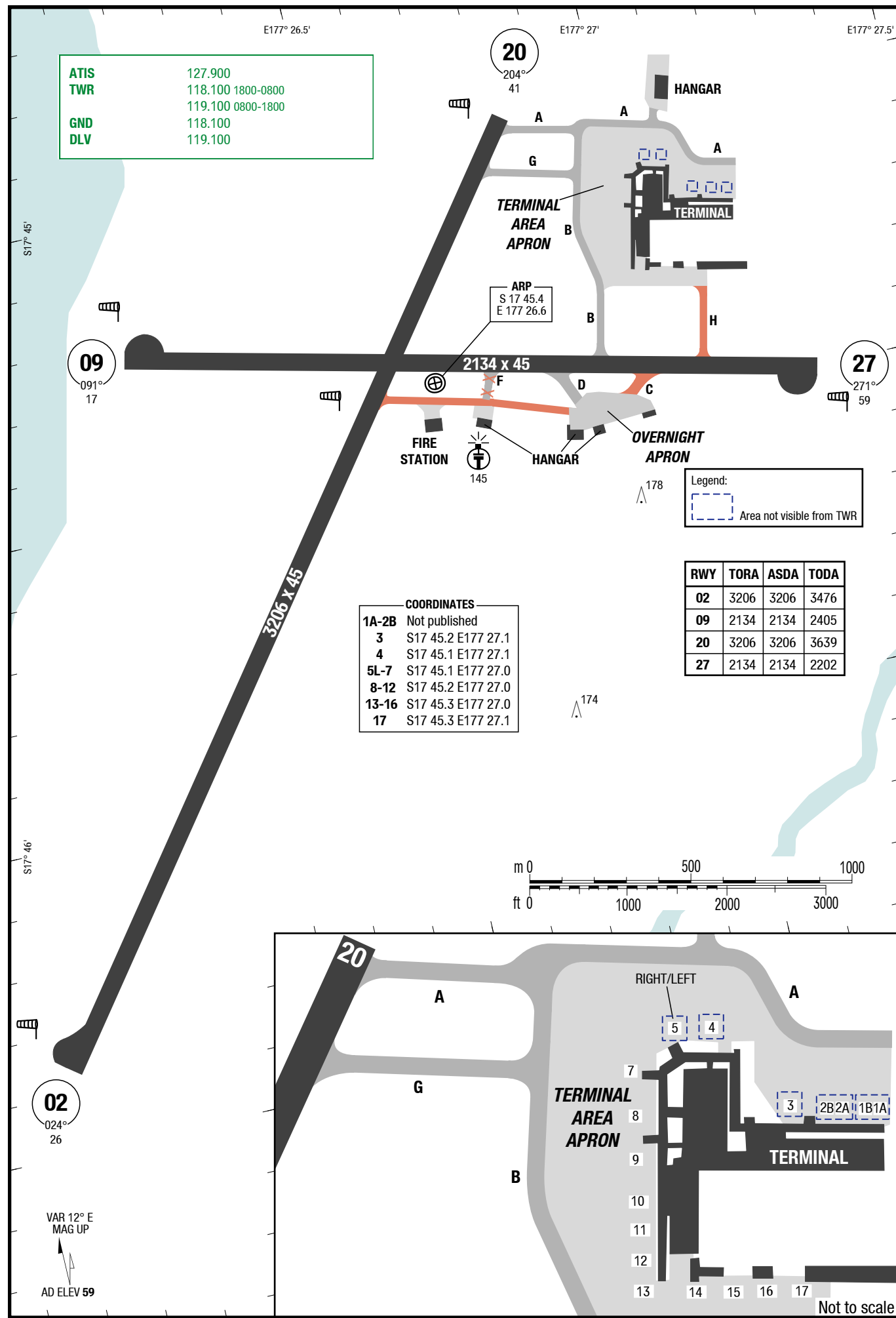


ATIS	127.900	
Center	126.700	
APP	119.100	
TWR	118.100	1800-0800
GND	118.100	
DLV	119.100	

Landing RWY system:

[illegible]

Changes: TWY

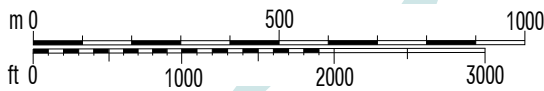


ATIS	127.900
TWR	118.100 1800-0800
	119.100 0800-1800
GND	118.100
DLV	119.100

Legend:	
 	Area not visible from TWR

RWY	TORA	ASDA	TODA
02	3206	3206	3476
09	2134	2134	2405
20	3206	3206	3639
27	2134	2134	2202

COORDINATES	
1A-2B	Not published
3	S 17 45.2 E 177 27.1
4	S 17 45.1 E 177 27.1
5L-7	S 17 45.1 E 177 27.0
8-12	S 17 45.2 E 177 27.0
13-16	S 17 45.3 E 177 27.0
17	S 17 45.3 E 177 27.1



Not to scale

13-SEP-2018

NAN-NFFN

4-10

SIDs RWYs 02/27 Alpha/Bravo/Charlie

Fiji Nadi Nadi Intl

SIDs RWYs 09/20 Alpha/Bravo/Charlie

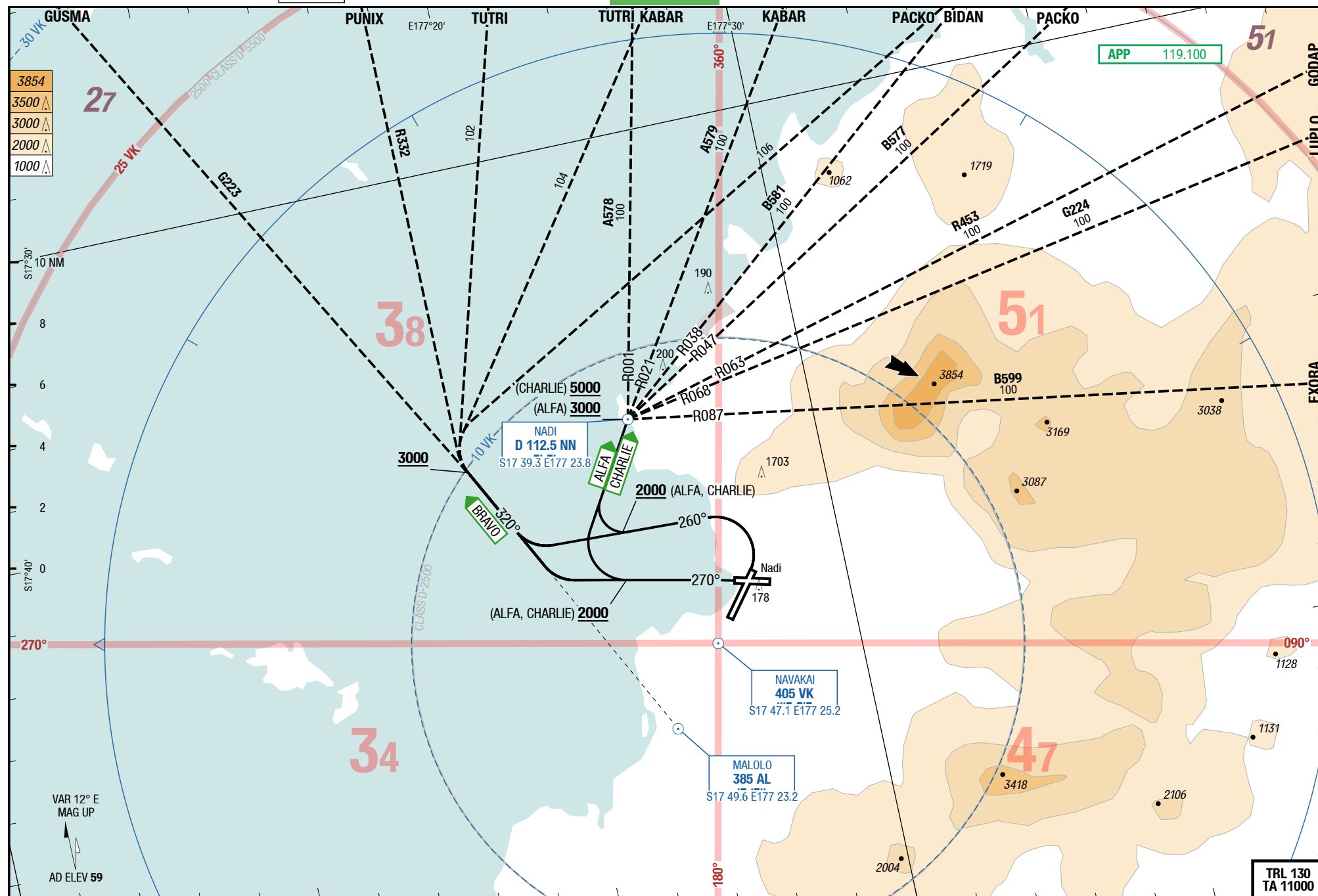
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Nadi Intl Nadi Fiji

SIDs RWYs 09/20 Alpha/Bravo/Charlie

SIDs RWYs 02/27 Alpha/Bravo/Charlie



13-SEP-2018

NAN-NFFN

Fiji Nadi Nadi Intl

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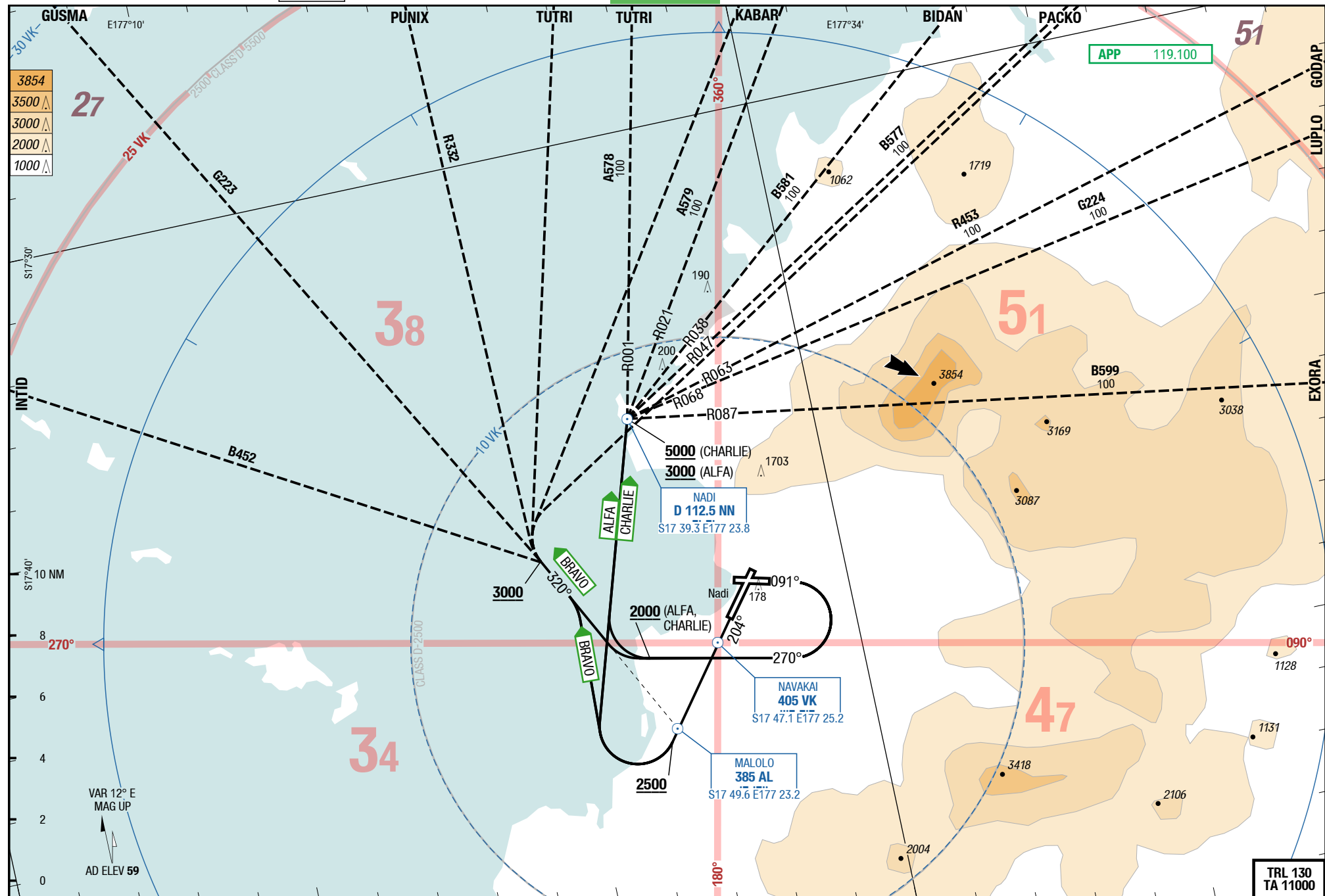
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Nadi Intl Nadi Fiji

4-20

SIDs RWYs 09/20 Alpha/Bravo/Charlie

SIDs RWYs 09/20 Alpha/Bravo/Charlie



13-SEP-2018

NAN-NFFN

4-30

SIDs RWY 02 Delta/Echo/Foxtrot/Golf

Fiji Nadi Nadi Intl

SIDs RWY 09 Delta/Echo/Foxtrot/Golf

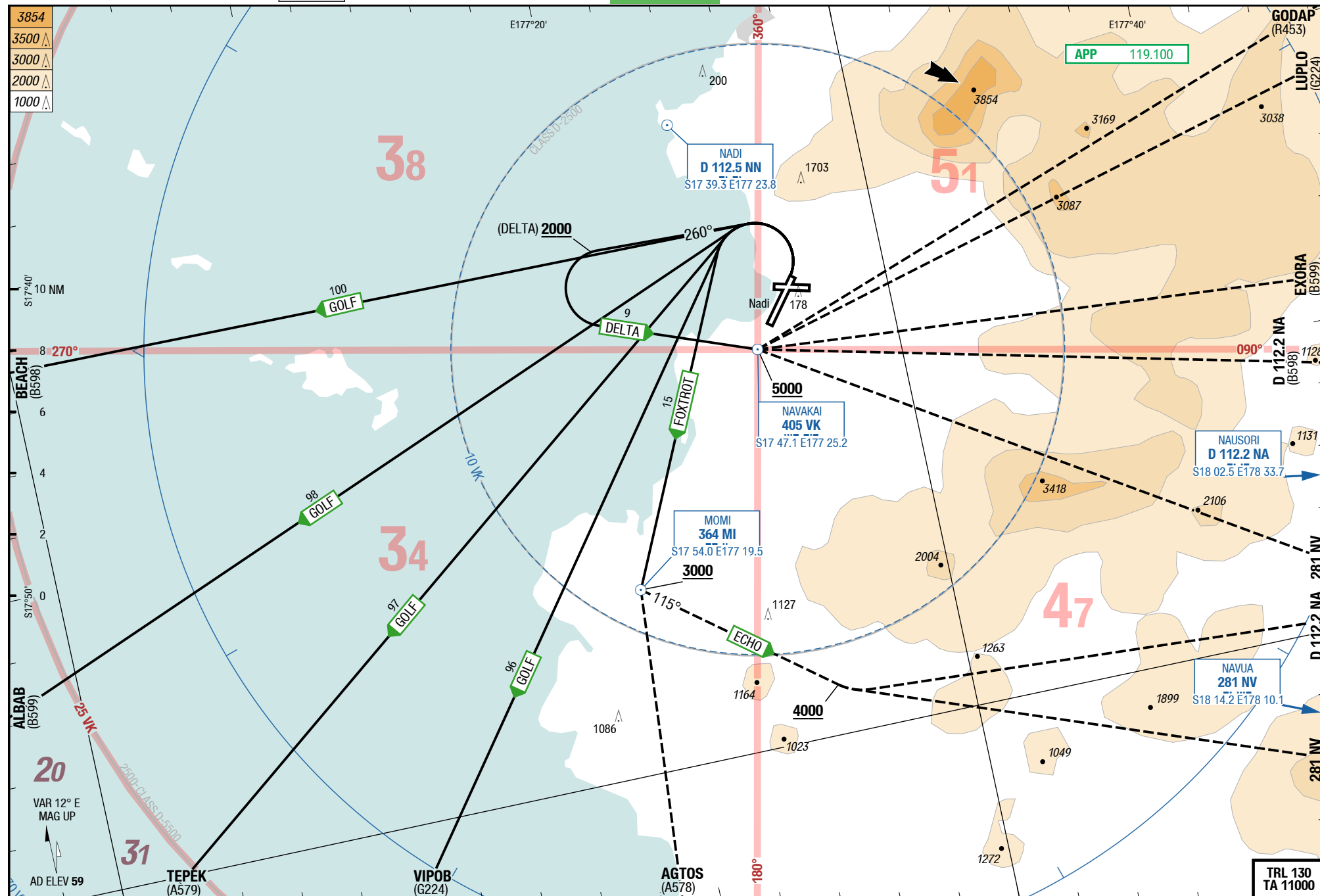
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Nadi Intl Nadi Fiji

SIDs RWY 09 Delta/Echo/Foxtrot/Golf

SIDs RWY 02 Delta/Echo/Foxtrot/Golf



13-SEP-2018

NAN-NFFN

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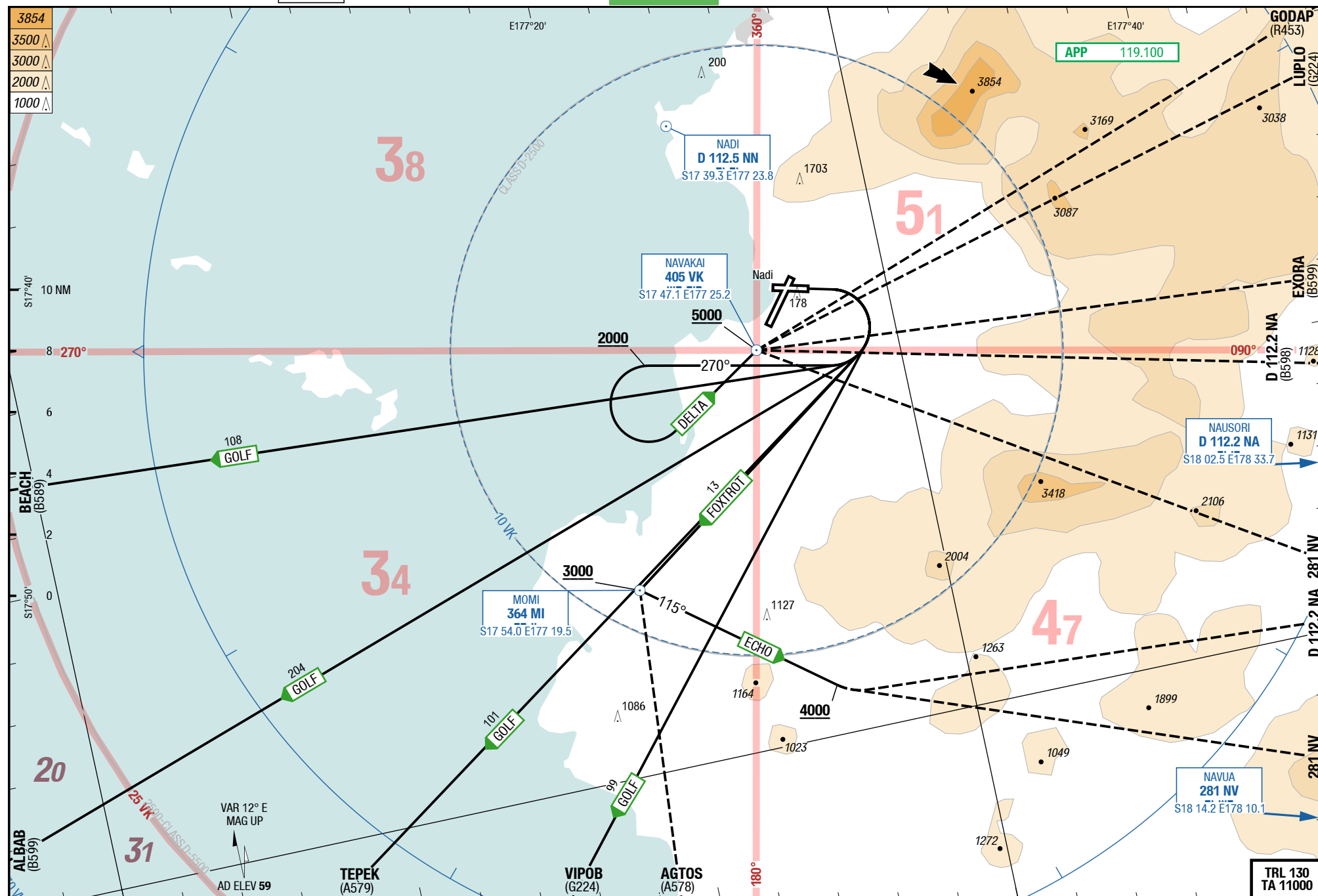
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Nadi Intl Nadi Fiji

4-40

SIDs RWY 09 Delta/Echo/Foxtrot/Golf

SIDs RWY 09 Delta/Echo/Foxtrot/Golf



Changes: MSA, Editorial

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NAN-NFFN

SIDs RWY 27 Delta/Echo/Foxtrot/Golf

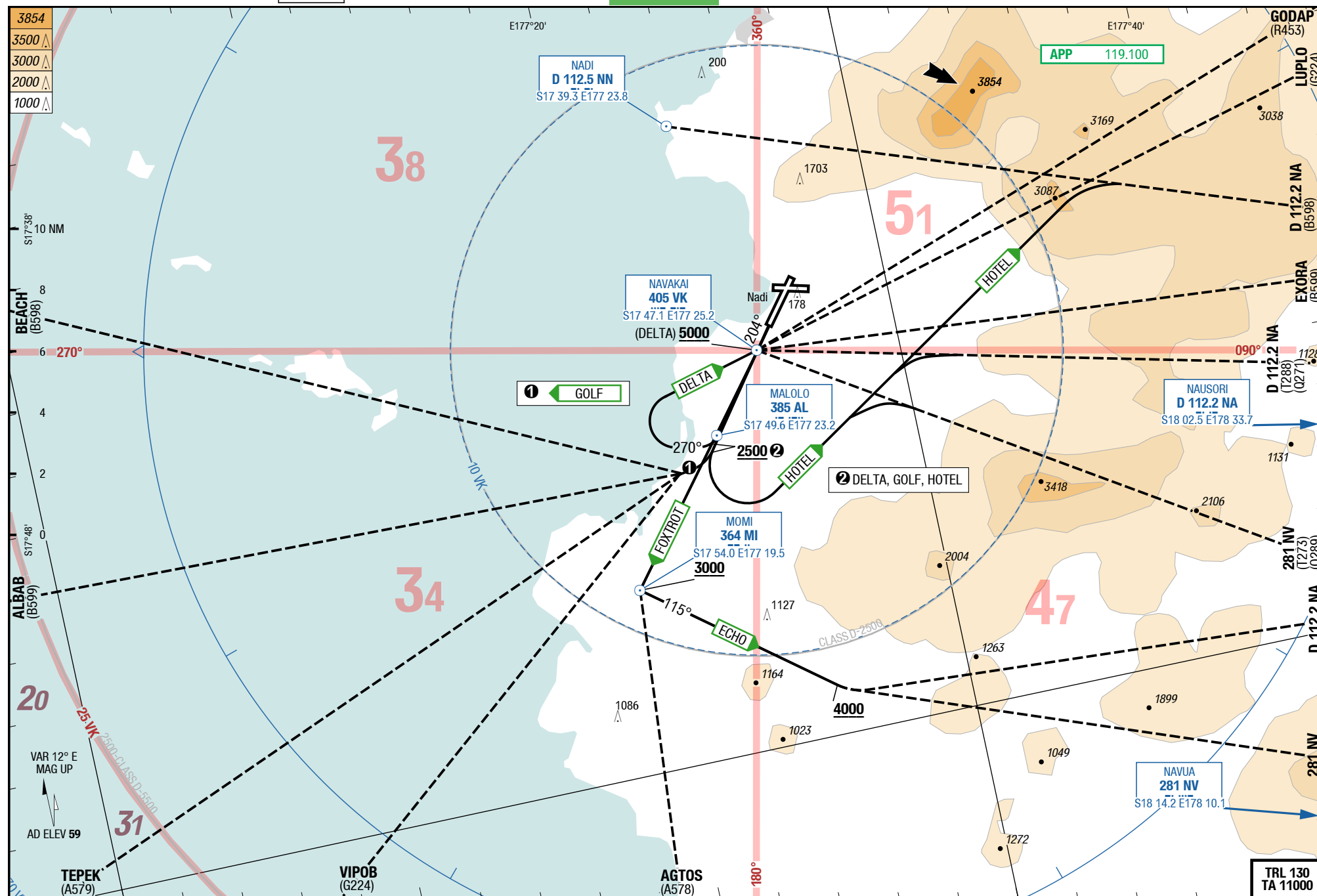
SIDs RWY 20 Delta/Echo/Foxtrot/Golf/Hotel

SID

SID

SIDs RWY 27 Delta/Echo/Foxtrot/Golf

SIDs RWY 20 Delta/Echo/Foxtrot/Golf/Hotel



Changes: MSA, ALT, Editorial

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NAN-NFFN

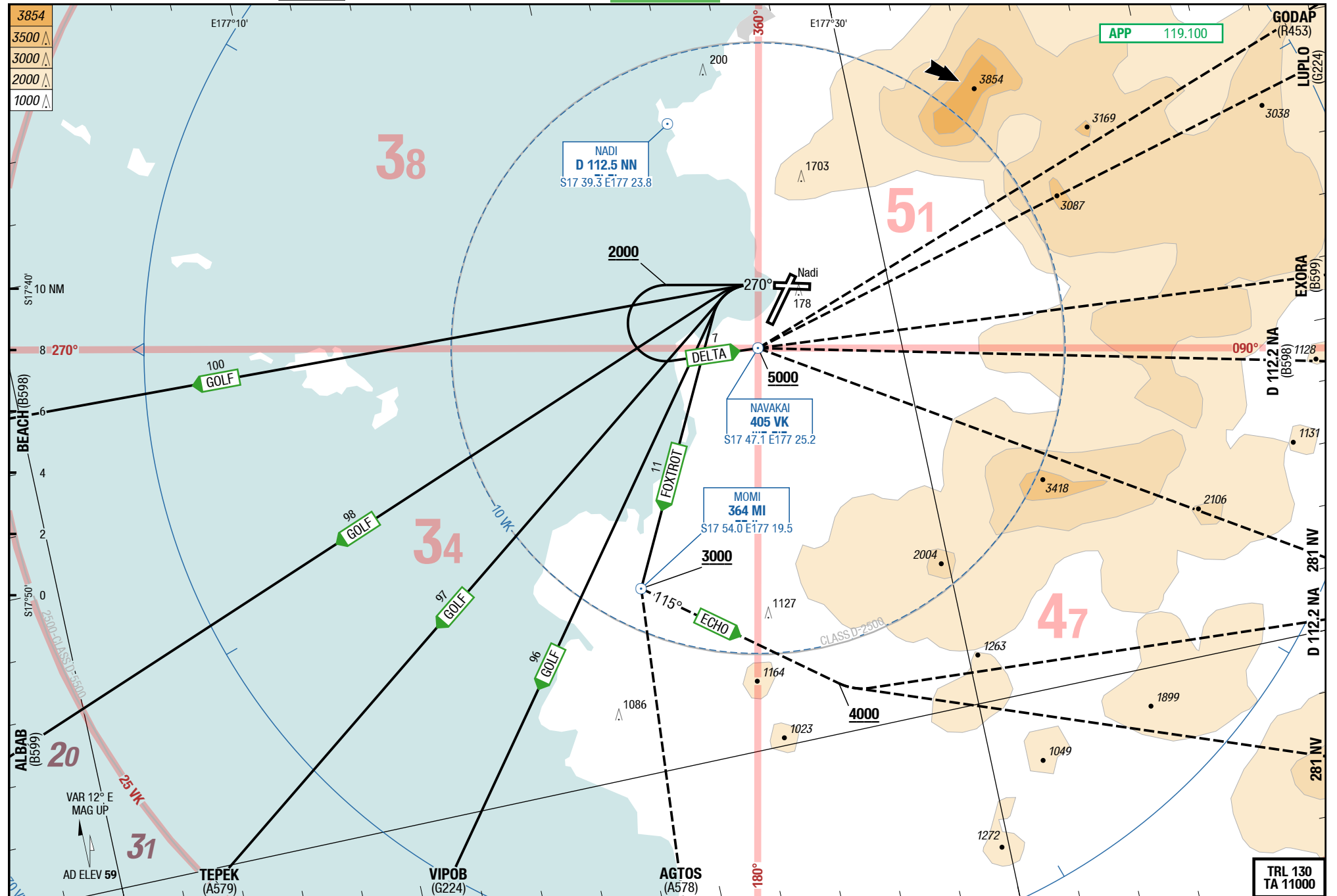
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SIDs RWY 27 Delta/Echo/Foxtrot/Golf

4-60

SIDs RWY 27 Delta/Echo/Foxtrot/Golf



Changes: MSA, Editorial

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ALFA / BRAVO / CHARLIE

RWYs 02 (024°) / 27 (271°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
ALFA 119.100 ①	LT 260° - at MNM 2000 RT direct NN	NN MNM 3000
BRAVO 119.100 ①	LT 260° - RT intercept QDR 320 AL to MNM 3000	
CHARLIE 119.100 ①	LT 260° - at MNM 2000 RT direct NN	NN MNM 5000
	Runway 27	
ALFA 119.100 ①	270° - at MNM 2000 RT direct NN	NN MNM 3000
BRAVO 119.100 ①	270° - RT intercept QDR 320 AL to MNM 3000	
CHARLIE 119.100 ①	270° - at MNM 2000 RT direct NN	NN MNM 5000

① Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for ACFT separation purposes.

13-SEP-2018

Fiji **Nadi** Nadi Intl**NAN-NFFN****5-20****SIDs RWYs 09/20 Alpha/Bravo/Charlie****SIDPT****ALFA / BRAVO / CHARLIE**

RWYs 09 (091°) / 20 (204°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ALFA 119.100 ①	RT 270° - at MNM 2000 RT direct NN	NN MNM 3000
BRAVO 119.100 ①	RT 270° - RT intercept QDR 320 AL to MNM 3000	
CHARLIE 119.100 ①	RT 270° - at MNM 2000 RT direct NN	NN MNM 5000
	Runway 20	
ALFA 119.100 ①	at MNM 2500 RT direct NN	NN MNM 3000
BRAVO 119.100 ①	at MNM 2500 RT intercept QDR 320 AL to MNM 3000	
CHARLIE 119.100 ①	at MNM 2500 RT direct NN	NN MNM 5000

① Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for ACFT separation purposes.

Changes: Reprint

DELTA / ECHO / FOXTROT / GOLF

RWY 02 (024°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
DELTA 119.100 ①	LT 260° - at MNM 2000 LT direct VK	VK MNM 5000
ECHO 119.100 ①	LT direct MI - QDR 115 MI to MNM 4000	MI MNM 3000
FOXTROT 119.100 ①	LT direct MI	MI MNM 3000
GOLF 119.100 ①	LT set HDG direct	

① Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for ACFT separation purposes.

DELTA / ECHO / FOXTROT / GOLF

RWY 09 (091°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
DELTA 119.100 ①	RT 270° - at MNM 2000 LT direct VK	VK MNM 5000
ECHO 119.100 ①	RT direct MI - QDR 115 MI to MNM 4000	MI MNM 3000
FOXTROT 119.100 ①	RT direct MI	MI MNM 3000
GOLF 119.100 ①	RT set HDG direct	

① Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for ACFT separation purposes.

DELTA / ECHO / FOXTROT / GOLF / HOTEL

RWY 20 (204°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
DELTA 119.100 ①	at MNM 2500 RT 270° - RT direct VK	VK MNM 5000
ECHO 119.100 ①	direct MI - QDR 115 MI to MNM 4000	MI MNM 3000
FOXTROT 119.100 ①	direct MI	MI MNM 3000
GOLF 119.100 ①	at MNM 2500 RT set HDG direct	
HOTEL 119.100 ①	at MNM 2500 LT intercept route	

① Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for ACFT separation purposes.

DELTA / ECHO / FOXTROT / GOLF

RWY 27 (271°)

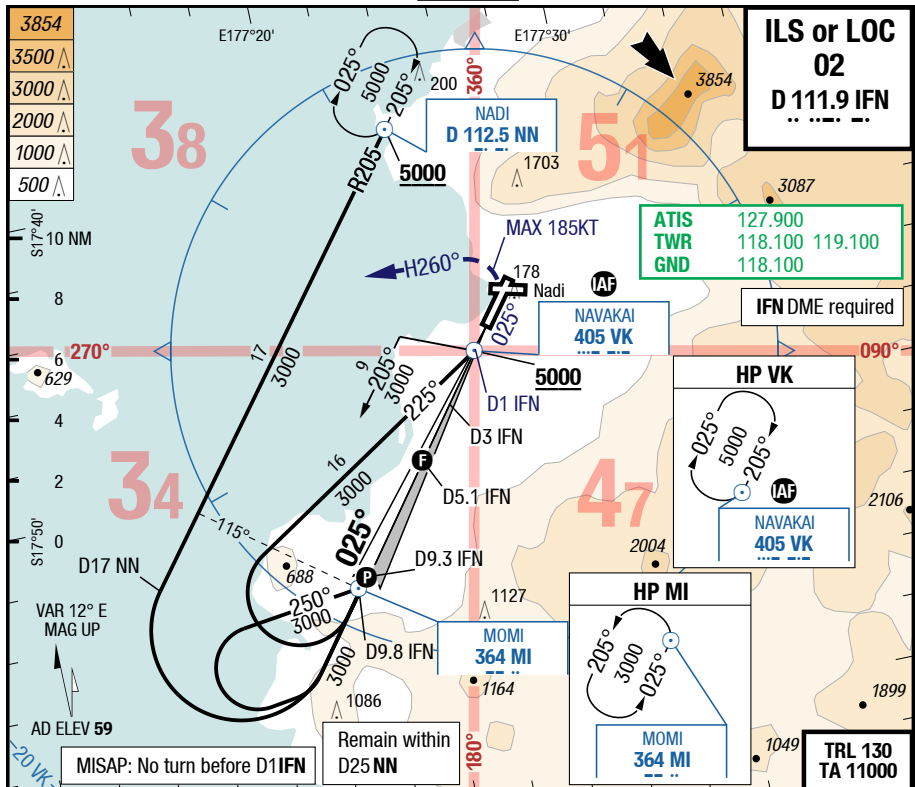
DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
DELTA 119.100 ①	270° - at MNM 2000 LT direct VK	VK MNM 5000
ECHO 119.100 ①	LT direct MI - QDR 115 MI to MNM 4000	MI MNM 3000
FOXTROT 119.100 ①	LT direct MI	MI MNM 3000
GOLF 119.100 ①	LT set HDG direct	

① Continue climbing throughout SIDs unless otherwise cleared. Level restrictions at or above quoted minima may be imposed by ATC for ACFT separation purposes.

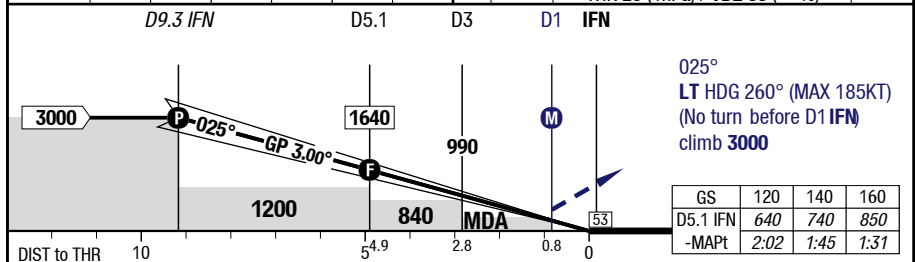
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7-10

ILS or LOC 02



LOC 3.00° D IFN 025° RWY 024°	9.3	8	7	6	4	2	<div>02</div> <div>HL-S</div>	<div> <div>3.0°</div> <div>60 HL</div> </div> <div> <div>3206 x 45</div> <div>420</div> </div>
	3000	2580	2260	1940	1300	660		<div> <div>THR 26 (1hPa) / TDZ 35 (---%)</div> <div>+0.1%</div> </div>



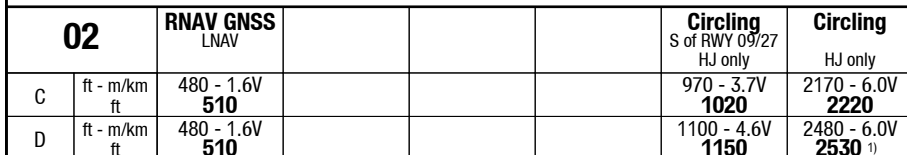
02		Cat 1 DME GA 5.0% 1)	Cat 1 DME GA 2.5% 2)	LOC DME		Circling S of RWY 09/27 HJ only	Circling HJ only
C	ft - m/km ft	210 - 800V 240	320 - 1.2V 350	390 - 1.5V 420		970 - 3.7V 1020	2170 - 6.0V 2220
D	ft - m/km ft	210 - 800V 240	320 - 1.2V 350	390 - 1.5V 420		1100 - 4.6V 1150	2480 - 6.0V 2530 3)

1) Up to 1500ft	2) 1500ft to 3000ft	3) 3000ft to 4500ft	4) 4500ft to 6000ft	5) 6000ft to 7500ft	6) 7500ft to 9000ft	7) 9000ft to 10500ft	8) 10500ft to 12000ft	9) 12000ft to 13500ft	10) 13500ft to 15000ft	11) 15000ft to 16500ft	12) 16500ft to 18000ft	13) 18000ft to 19500ft	14) 19500ft to 21000ft	15) 21000ft to 22500ft	16) 22500ft to 24000ft	17) 24000ft to 25500ft	18) 25500ft to 27000ft	19) 27000ft to 28500ft	20) 28500ft to 30000ft	21) 30000ft to 31500ft	22) 31500ft to 33000ft	23) 33000ft to 34500ft	24) 34500ft to 36000ft	25) 36000ft to 37500ft	26) 37500ft to 39000ft	27) 39000ft to 40500ft	28) 40500ft to 42000ft	29) 42000ft to 43500ft	30) 43500ft to 45000ft	31) 45000ft to 46500ft	32) 46500ft to 48000ft	33) 48000ft to 49500ft	34) 49500ft to 51000ft	35) 51000ft to 52500ft	36) 52500ft to 54000ft	37) 54000ft to 55500ft	38) 55500ft to 57000ft	39) 57000ft to 58500ft	40) 58500ft to 60000ft	41) 60000ft to 61500ft	42) 61500ft to 63000ft	43) 63000ft to 64500ft	44) 64500ft to 66000ft	45) 66000ft to 67500ft	46) 67500ft to 69000ft	47) 69000ft to 70500ft	48) 70500ft to 72000ft	49) 72000ft to 73500ft	50) 73500ft to 75000ft	51) 75000ft to 76500ft	52) 76500ft to 78000ft	53) 78000ft to 79500ft	54) 79500ft to 81000ft	55) 81000ft to 82500ft	56) 82500ft to 84000ft	57) 84000ft to 85500ft	58) 85500ft to 87000ft	59) 87000ft to 88500ft	60) 88500ft to 90000ft	61) 90000ft to 91500ft	62) 91500ft to 93000ft	63) 93000ft to 94500ft	64) 94500ft to 96000ft	65) 96000ft to 97500ft	66) 97500ft to 99000ft	67) 99000ft to 100500ft	68) 100500ft to 102000ft	69) 102000ft to 103500ft	70) 103500ft to 105000ft	71) 105000ft to 106500ft	72) 106500ft to 108000ft	73) 108000ft to 109500ft	74) 109500ft to 111000ft	75) 111000ft to 112500ft	76) 112500ft to 114000ft	77) 114000ft to 115500ft	78) 115500ft to 117000ft	79) 117000ft to 118500ft	80) 118500ft to 120000ft	81) 120000ft to 121500ft	82) 121500ft to 123000ft	83) 123000ft to 124500ft	84) 124500ft to 126000ft	85) 126000ft to 127500ft	86) 127500ft to 129000ft	87) 129000ft to 130500ft	88) 130500ft to 132000ft	89) 132000ft to 133500ft	90) 133500ft to 135000ft	91) 135000ft to 136500ft	92) 136500ft to 138000ft	93) 138000ft to 139500ft	94) 139500ft to 141000ft	95) 141000ft to 142500ft	96) 142500ft to 144000ft	97) 144000ft to 145500ft	98) 145500ft to 147000ft	99) 147000ft to 148500ft	100) 148500ft to 150000ft
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2) With EVS VIS 800m

3) MAX KIAS 185

Changes: Completely revised



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RNAV (GNSS) 09



09		RNAV GNSS LNAV HJ only				Circling S of RWY 09/27 HJ only	Circling HJ only
C	ft - m/km ft	350 - 1.6V 360				970 - 3.7V 1020	2170 - 6.0V 2220
D	ft - m/km ft	Not applicable				Not applicable	Not applicable

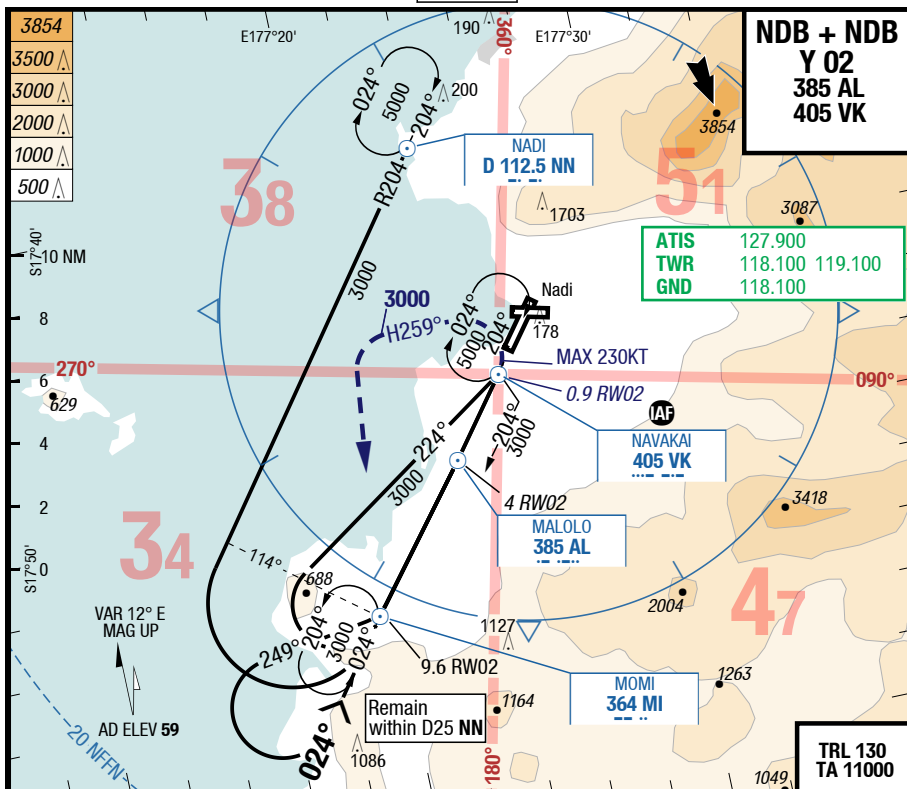
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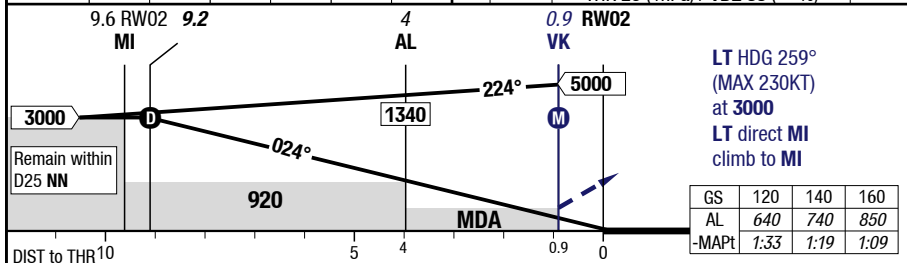
IAC

7-50

NDB + NDB Y 02



3.00°	9.2	7	6	5	3	2		83.0°	60 HL
RW02	3000	2310	1990	1670	1040	720	02	3206 x 45	
							HL-S	THR 26 (1hPa) / TDZ 35 (---%)	+0.1%



02		NDB NDB AL+VK				Circling S of RWY 09/27 HJ only	Circling HJ only
C	ft - m/km ft	390 - 2.0V 420				970 - 3.7V 1020	2170 - 6.0V 2220
D	ft - m/km ft	390 - 2.0V 420				1100 - 4.6V 1150	2480 - 6.0V 2530 1)

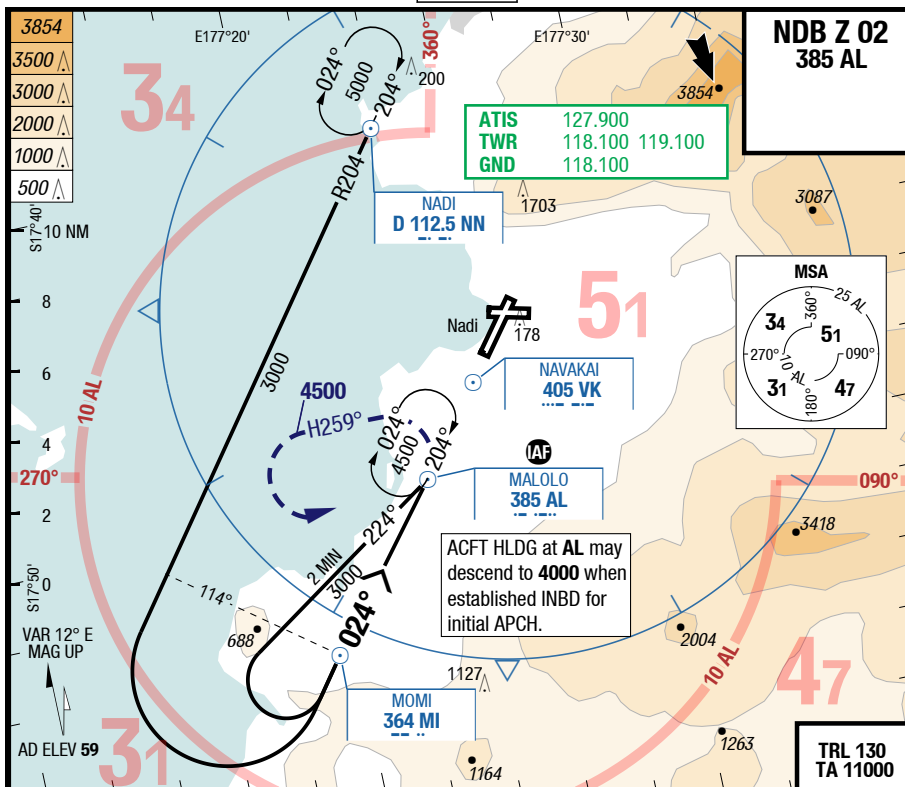
1) MAX KIAS 185

Changes: MSA

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7-60

NDB Z 02



02		NDB AL				Circling S of RWY 09/27 HJ only	Circling HJ only
C	ft - m/km ft	1270 - 3.4V 1300				1270 - 3.7V 1330	2170 - 6.0V 2220
D	ft - m/km ft	1270 - 3.4V 1300				1270 - 4.6V 1330	2480 - 6.0V 2530 ¹⁾

1) MAX KIAS 185