



ASSEMBLY – 35TH SESSION

PLENARY

Agenda Item 2: Statements by delegations of Contracting States and of Observers

STATEMENT ON AIRSPACE MATTERS

(Presented by Fiji)

SUMMARY

This paper provides a brief on Fiji's view on airspace matters which are a concern to the Island States and does not support proliferation of FIRs as it is contrary to ICAO Resolution A33-14.

Fiji maintains its support of the ICAO principles and guidelines that the FIR should be established for the efficiency of air traffic flows and service providers should recover the cost of providing air navigation facilities on the basis of user charges. It also recognises there are constraints faced by Island States towards improving airport facilities that should be separately addressed.

Fiji has invested substantial resources in upgrading air traffic services, particularly CNS/ATM systems, to keep pace with technological developments in Air Traffic Management and promote operational efficiency and safety within its delegated airspace.

The proposal of trading airspaces and assigning it to the service provider who bids the highest is-

- 1. Not in line with the Assembly Resolution A33-14, Appendix N on technical and operational considerations or on practical grounds; and**
- 2. More likely to further inflate the cost that airlines pay for air traffic services.**

Fiji acknowledges the existence of other air traffic service providers adjacent to the Nadi FIR whose charges are already much higher than what Fiji charges to aircraft in the Nadi FIR. Fiji will continue to offer air traffic services at a price that is more economical to airlines.

Fiji supports the limitation of ATS airspaces, and is of the view that trading of airspaces will not ensure competitive enroute charges, and will only increase costs unnecessarily to the users.

Whilst retaining the Nadi FIR as is, Fiji is exploring ways to working cooperatively with *our neighbouring* Island States, in accordance with ICAO principles, to improve the returns of their investment in air traffic services, with the ultimate goal of cooperatively managing Flight Information Region.

Fiji supports the Global ATM operational concept endorsed in October 2003 by the 11th ICAO Air navigation Conference as the way forward. Fiji views that the creation of new FIRs will impede the implementation of Global Air Navigation Plan.

Fiji has the necessary skills and resources to effectively manage air traffic and maintain the services at a high level of efficiency and safety, and oppose to the creation of any new FIRs.

CONCLUSION :

This paper therefore supports the current ICAO policy that Flight Information Regions be defined on the basis of technical and operational considerations that promote the safety and efficiency of air traffic management, and the provision of economical service to the users.

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