



PACIFIC AIRSPACE CONTROLLER INFORMATION

WARNING

Information contained in this document is intended for flight simulation purposes and must not be used for any real-world aviation use.

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Document Control

Pacific Airspace Controller Information Version 1.2 – 13/07/2021		
Date	Version	Description
28/07/2017	1.0	Initial document.
28/05/2021	1.1	Marshall Islands added, NFFN and AYPY airspace updated, transition altitudes added.
13/07/2021	1.2	Updated airspace diagrams to align with Australian airspace diagram colours

Change Process

Reserved.

Scope

This document is intended to provide information relating to the controller positions available in the Pacific regions that are administered by VATPAC.

Definitions

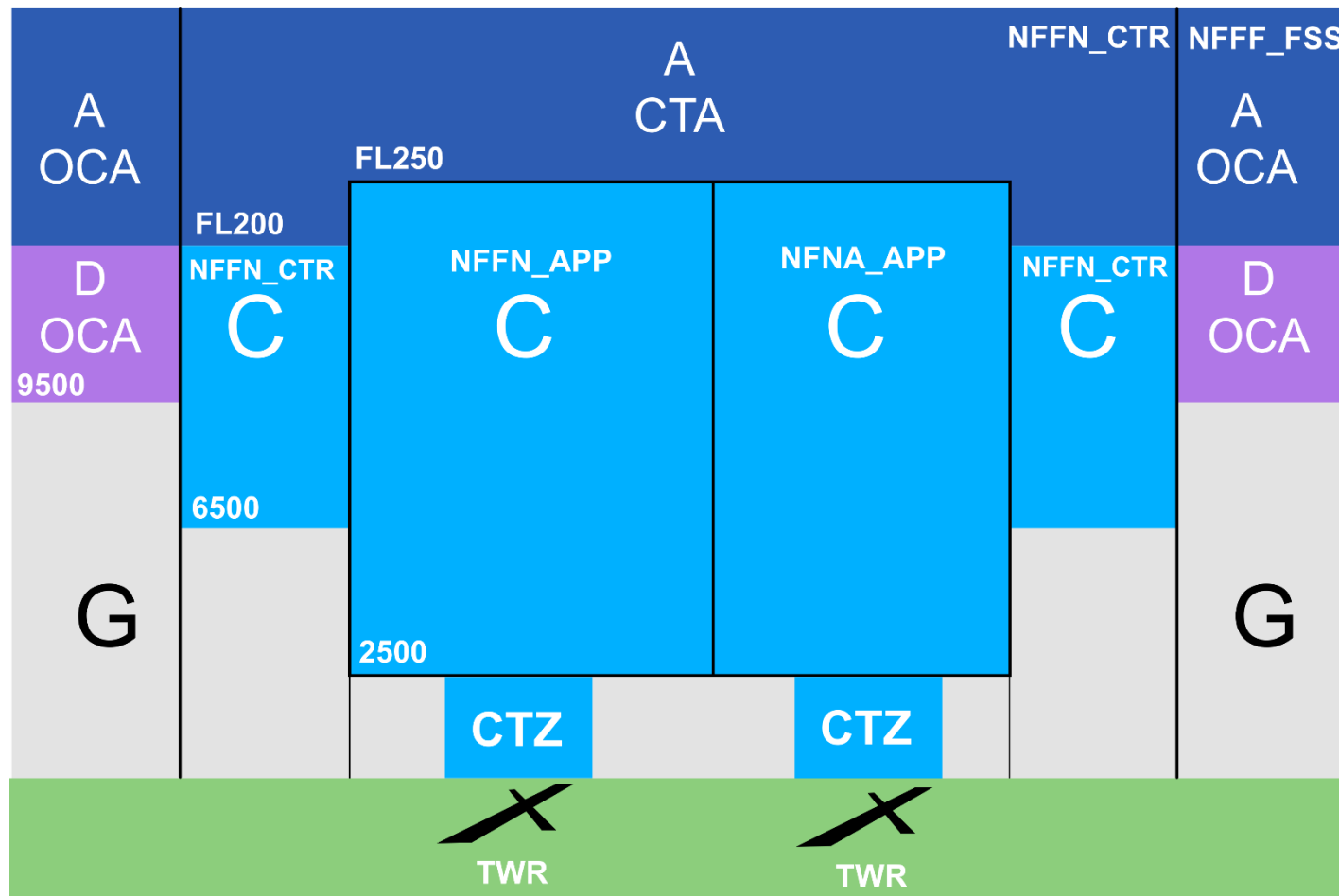
Abbreviation	Definition
FAA	US Federal Aviation Administration-

Referenced Documents

Title	Location
MATS	https://vatpac.org/controllers/documents/

1 Fiji

1.1 Nadi Airspace Profile



1.2 Nadi/Nausori Controller Positions

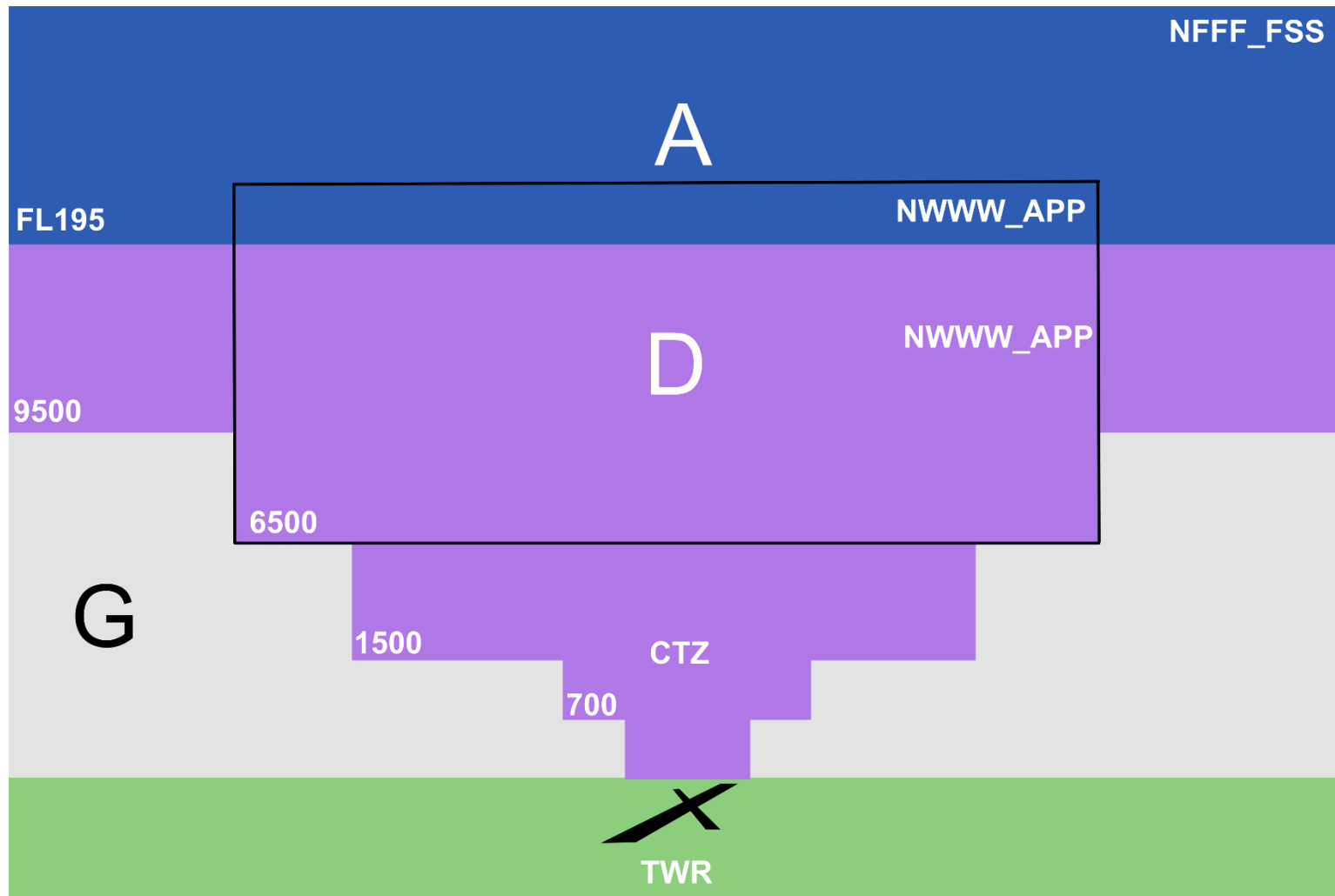
Callsign	Position	Frequency	Coverage Type	Coverage
Nadi Radio	NFFF_FSS	123.600	Oceanic Procedural	Class D OCA 9500FT-FL200. Class A OCA FL200-FL600
Nadi Centre	NFFN_CTR	120.900	Radar	Class A CTA Above FL200 Class C CTA 6,500FT-FL200
Nadi Approach	NFFN_APP	119.100	Radar	Class C CTA 2,500FT-FL250.
Nausori Approach	NFNA_APP	119.700	Radar	Class C CTA 2,500FT-FL250.
Nadi Tower	NFFN_TWR	118.100	Radar	Class C CTZ SFC – 2,500FT
Nausori Tower	NFNA_TWR	119.600	Radar	Class C CTZ SFC – 2,500FT
Nadi ATIS	NWWW_ATIS	127.900	ATIS	-
Nausori ATIS	NFNA_ATIS	128.500	ATIS	-

1.2.1 Transition Altitude

1.2.1.1 The Transition Altitude is 20,000ft.

2 New Caledonia

2.1 Nouméa Airspace Profile



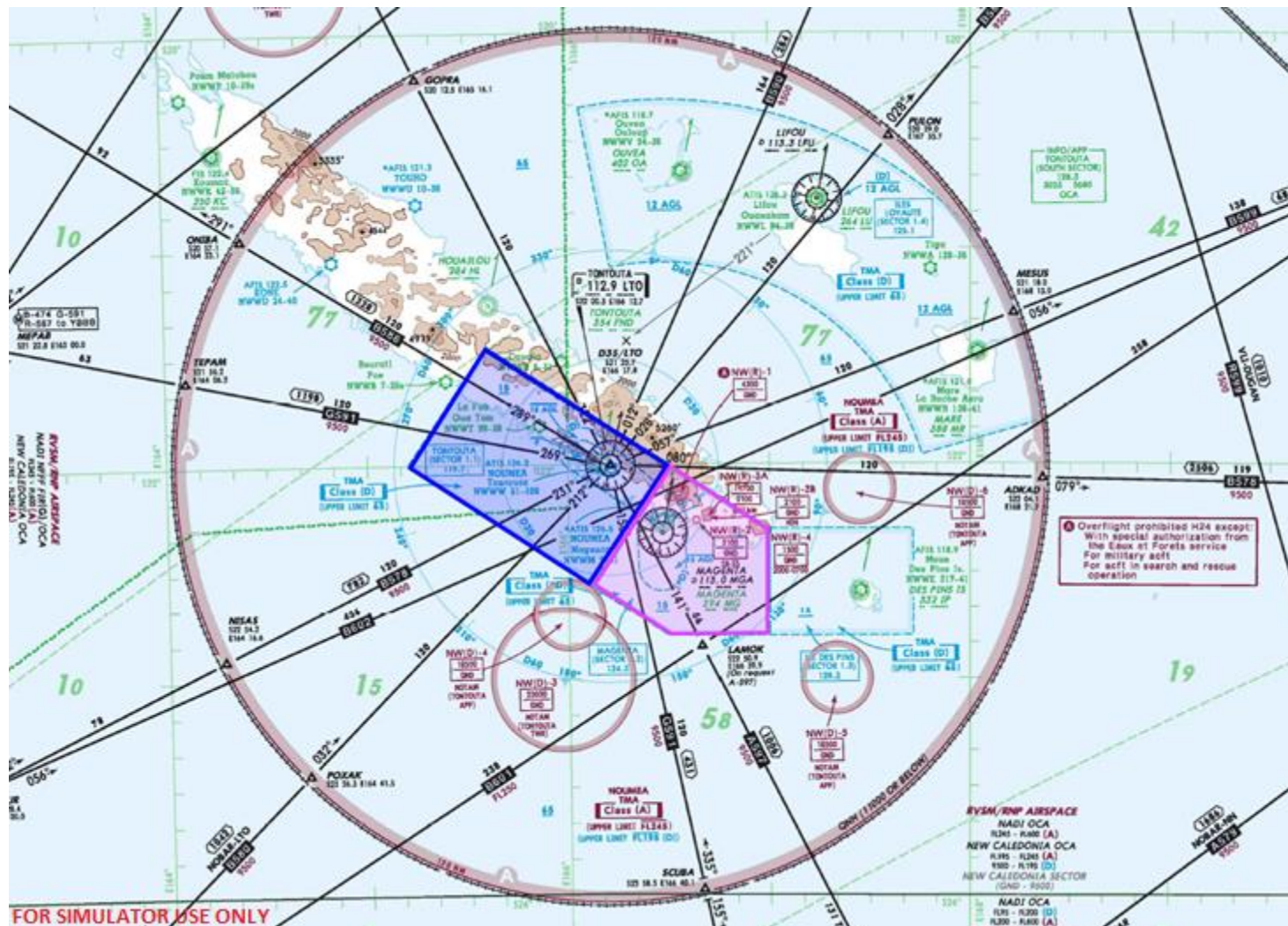
2.2 Nouméa/Magenta Controller Positions

Callsign	Position	Frequency	Coverage Type	Coverage
Nadi Radio	NFFF_FSSS	123.600	Procedural	Class D OCA 9500ft-FL195 Class A OCA FL195-F600 (except within 120nm LTO VOR where it's FL245-FL600)
Tontoua Approach	NWWW_APP	128.300	Procedural	Class D CTA 6500ft-FL195 Class A FL195 - FL245 within 120nm LTO VOR.
Tontoua Tower	NWWW_TWR	118.100	Procedural	Class D CTA SFC-6500ft within trapezoid around NWWW (includes Class D CTR)
Magenta Tower	NWWM_TWR	118.300	Procedural	Class D CTA SFC-6500ft within trapezoid around NWWM (includes Class D CTR)
Tontoua ATIS	NWWW_ATIS	126.200	ATIS	-
Magenta ATIS	NWWM_ATIS	126.600	ATIS	-

2.2.1 Transition Altitude

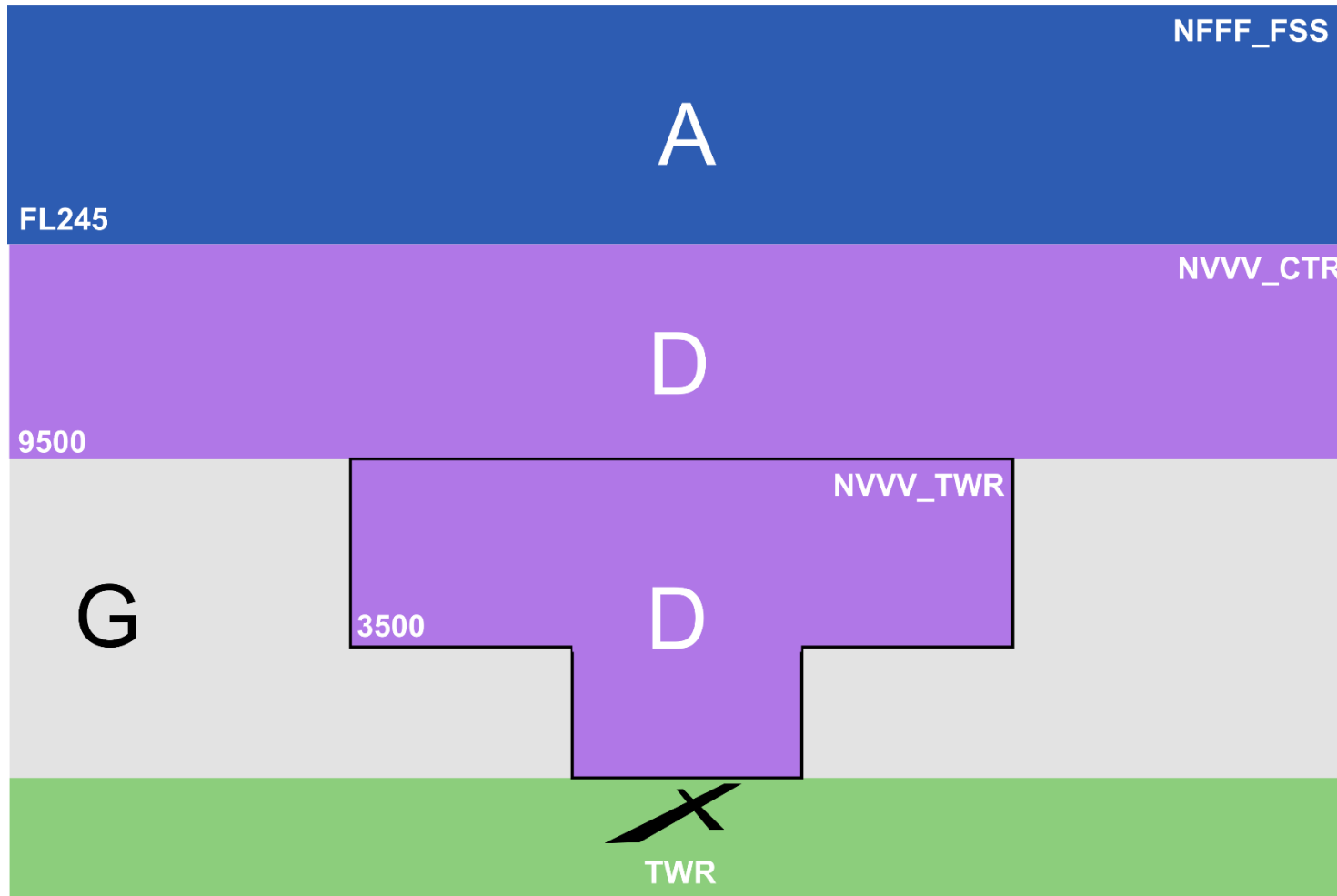
2.2.1.1 The Transition Altitude is 10,000ft.

2.3 Tontoua Tower / Magenta Tower Airspace Diagram



3 Vanuatu

3.1 Vanuatu Airspace Profile



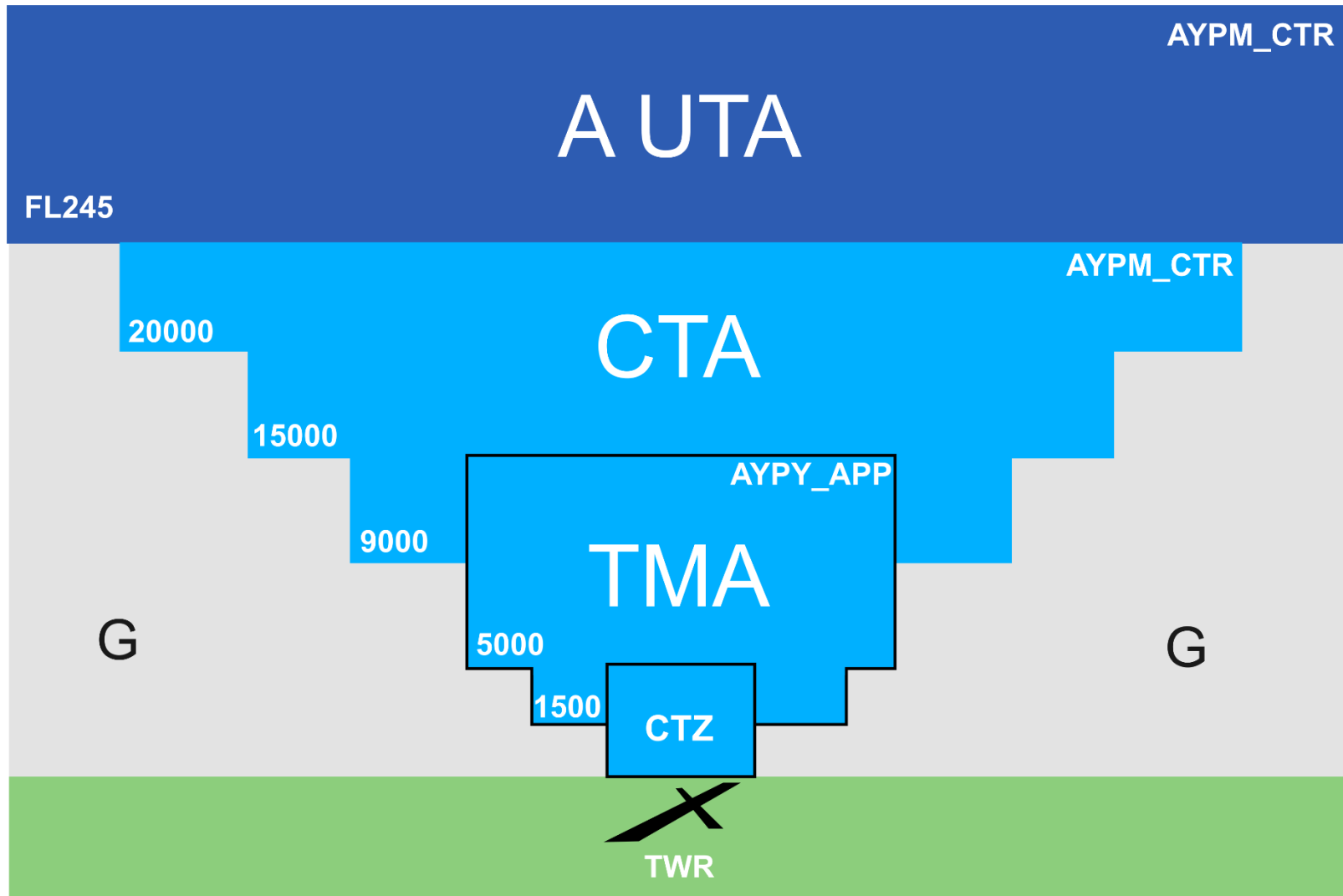
3.2 Vanuatu Controller Positions

Callsign	Position	Frequency	Coverage Type	Coverage
Nadi Radio	NFFF_FSS	123.600	Procedural	Class D CTA 6500ft-FL195 Class A FL195 - FL245. Class A OCA FL195-F600.
Vila Centre	NVVV_CTR	120.700	Procedural	Class D CTA 9500ft-FL245 within the lateral limits of the existing Port Vila CTA sector.
Vila Tower	NVVV_TWR	118.300	Procedural	Class D CTA SFC-9500ft within 50nm ARP NVVV.
Port Vila ATIS	NVVV_ATIS	126.400	ATIS	-

3.2.1 Transition Altitude

3.2.1.1 The Transition Altitude is 11,000ft.

4 Port Moresby



4.1 Port Moresby Airspace Profile

4.2 Port Moresby Controller Positions

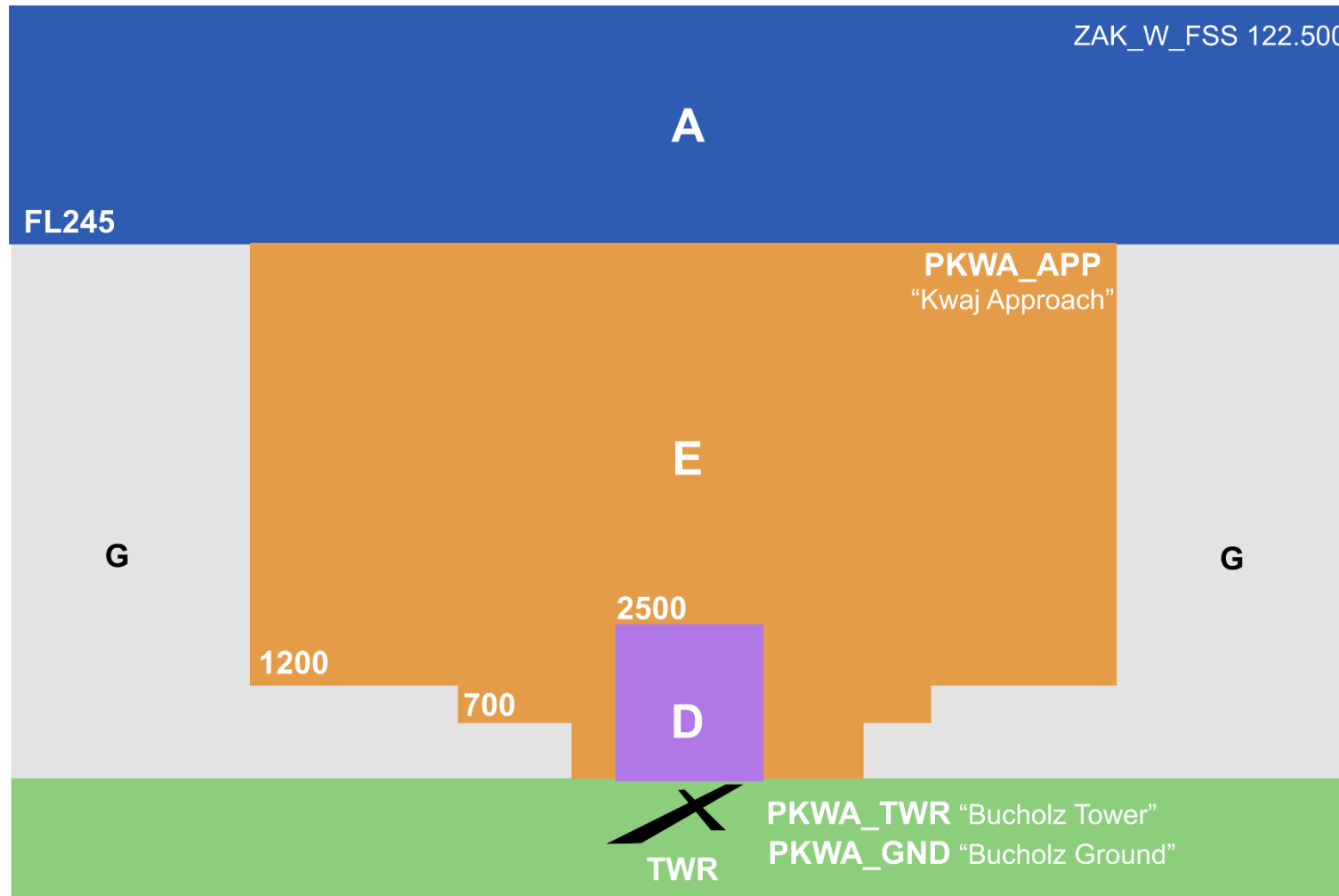
Callsign	Position	Frequency	Coverage Type	Coverage
Moresby Ground	AYPY_GND	121.700	Radar	-
Moresby Tower	AYPY_TWR	118.100	Radar	-
Moresby Approach	AYPY_APP	125.800	Radar	CTZ and TMA airspace treated as Class C. SFC – 15,000FT
Moresby Control	AYPM_CTR	123.400	Radar	A UTA treated as Class A, CTA treated as Class C
Port Moresby ATIS	AYPY_ATIS	128.000	ATIS	-

4.2.1 Transition Altitude

4.2.1.1 The Transition Altitude is 20,000ft.

5 Marshal Islands

5.1 Bucholz Airspace Profile



5.2 *Bucholz Controller Positions*

Callsign	Position	Frequency	Coverage Type	Coverage
Bucholz Ground	PKWA_GND	121.900		-
Bucholz Tower	PKWA_TWR	118.800	Radar	Class D within 4.3nm SFC-2,500 FT
Kwaj Approach	PKWA_APP	126.200	Radar	Class E within a sector 5.2nm West and 9.6nm East, SFC -FL240 Class E within 12nm NDJ NDB, 700 FT – FL240 Class E within 100nm NDJ NDB, 1,200 FT - FL240
Bucholz ATIS	PKWA_ATIS	119.500	ATIS	-

5.2.1 **Transition Altitude**

5.2.1.1 The US FAA Transition Altitude is 18,000ft

5.3 *Procedures*

5.3.1 **ATIS**

5.3.1.1 Although FAA phraseology may be used in the real world, compliance is required with MATS ATIS Requirements except Altimeter may be in inches of mercury.

5.3.2 Phraseology

- 5.3.2.1 VATPAC Controllers may deviate from Australian, ICAO based phraseology when operating a standard position listed above. The preferred phraseology is that of the FAA, see section 10.2.2.2 for examples of IFR and VFR phraseology. However, there is no requirement to use FAA phraseology.
- 5.3.2.2 Frequencies in FAA phraseology are spoken as numbers point numbers instead of numbers decimal numbers.
- 5.3.2.3 MATS remains the authority for all control phraseology and procedures.
- 5.3.2.4 Phraseology examples

Service Type	Request	Response
Departing IFR Aircraft (D)	Clearance	CLEARED TO <destination> AS FILED, CLIMB <altitude>, SQUAWK <transponder>, DEPARTURE FREQUENCY <frequency>
Departing IFR/VFR Aircraft (D)	Taxi	RUNWAY <runway>, TAXI VIA <route>
Departing IFR/VFR Aircraft (D)	Line up and Wait	RUNWAY < runway >, (AT <intersection>) LINE UP AND WAIT
Departing IFR/VFR Aircraft (D)	Takeoff	RUNWAY < runway >, (AT <intersection>) CLEARED FOR TAKEOFF
Departing IFR Aircraft (D)	Ident/Climb	RADAR CONTACT
Departing IFR Aircraft (D)	Approach Handoff	CONTACT <facility>, <frequency> point <frequency>
Departing IFR Aircraft (E)	Receiving the Aircraft	RADAR CONTACT, CLIMB <fl>, DIRECT <waypoint>
Departing IFR Aircraft	Oceanic Handoff	SQUAWK 2000, CONTACT SAN FRANCISCO RADIO <frequency> point <frequency>

Arriving IFR Aircraft (E) (ZAK Offline)	Receiving the Aircraft	SQUAWK <code> CLEARED TO BUCHOLZ VIA <waypoint>
Arriving IFR Aircraft (E)	Approach Advisory	EXPECT <approach> RUNWAY <runway>
Arriving IFR Aircraft (E)	Approach Clearance	CLEARED <specific approach procedure> APPROACH
Arriving IFR/VFR Aircraft (E)	Tower Handoff	CONTACT <facility>, <frequency> point <frequency>
Arriving IFR/VFR Aircraft (D)	Landing Clearance	CLEARED TO LAND RUNWAY <runway>
Arriving IFR/VFR Aircraft (D)	Taxi	RUNWAY <runway>, TAXI VIA <route>

5.3.3 Oceanic Coordination

Departures from aerodromes within or beneath the control zone that will transit into oceanic airspace should be coordinated with the ZAK_W_FSS. Departures shall be coordinated as the aircraft is cleared for takeoff. An example is as follows.

e.g. *“UAL230 DEP PKWA TIME 0235, EAST BOUND”*