AVIATION SAFETY BULLETIN

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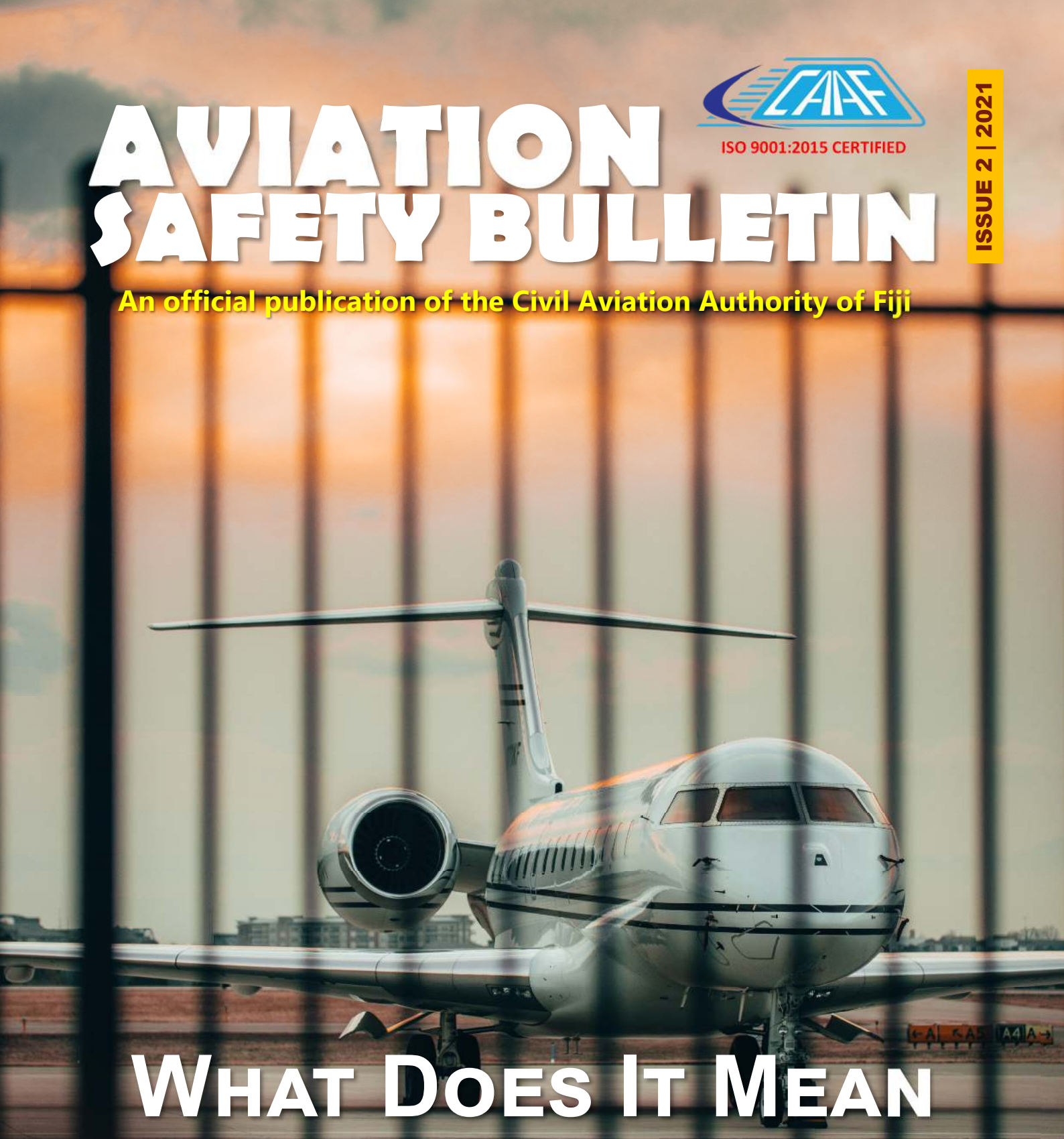

WHAT DOES IT MEAN TO HAVE A STRONG SECURITY CULTURE

'Promoting Effective Aviation Safety and Security in Fiji and the Region.'

STEERING CLEAR OF PROHIBITED, RESTRICTED & DANGER AREAS

WHAT AIRCRAFT MANTENACE WORKERS NEED TO KNOW ABOUT COVID-19

TECHNOLOGY COMING TO AIRPORTS SECURITY

Cover Photo: Fenced Aerodrome by Jakob Rosen

FIJI AIRPORTS COMMISSION HISTORIC ATM SYSTEM

In this issue...

AVIATION SAFETY BULLETIN

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Aviation Safety Bulletin (ASB) Committee
Civil Aviation Authority of Fiji (CAAF)
Private Mail Bag, NAP 0354,
Nadi International Airport, Fiji.
Tel: (679) 8923 155 | Fax: (679) 6721 500
Email: info@caaf.org.fj

Editor - *Roshni Deo*

Committee - *Alisi Namoro, Asif Khan and Waisale Sigawale*

Design : *ASB Committee*

From the Acting Chief Executive

Bula Vinaka and welcome to the Civil Aviation Authority of Fiji's second edition of its Aviation Safety Bulletin for 2021.

As I pen this, Fiji is in its fourth month of our second wave of the COVID-19 pandemic, with numbers rising daily. Ensuring our people are vaccinated is a top priority for CAAF and we are pleased to report that 97% of our staff have received the first shot of the vaccine with 57% being fully vaccinated having received both shots. CAAF has employed COVID-19 safety protocols throughout the organisation and this flows on into our interaction with, and services provided to all our stakeholders.

This edition continues with the Year of Security Culture theme. Articles such as, "*Technology coming to Airport Security*" on page 10 provides an insight into the various technological advances designed to improve safety and security measures at airports and on page 14, "*What does it mean to have a strong Aviation Security Culture",* focuses on the importance of instilling a strong aviation security culture in the forefront of the minds of all aviation personnel.

This second quarter saw CAAF bid farewell to its Controller Air Safety, Mr. George Tudreu, who, after 18 years with the organisation is moving on to a new chapter in his story. We thank him for his contribution to CAAF and aviation in Fiji and wish him well in the next phase of his journey.

The end of the second quarter culminated with the Regional Aviation Minister's Meeting held via virtual conference on the 30th June 2021. The meeting resulted in Pacific Forum Member States endorsing the Port Moresby Declaration on Aviation Safety and Security. A meeting brief provided by the Pacific Aviation Safety Organisation is provided on page 19.

I hope you find this issue of the Aviation Safety Bulletin interesting and informative.

The CAAF team would like to hear from you on the types of articles you wish to see published in future editions of this bulletin and we welcome your feedback.

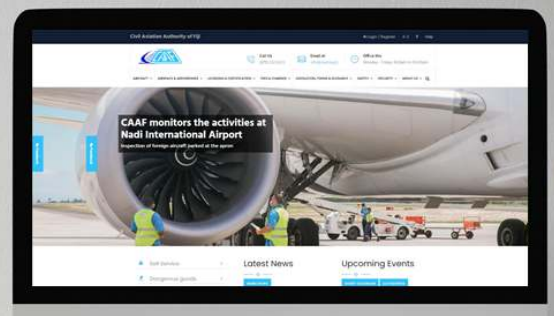
Please stay safe by practising COVID-19 safety protocols and do get yourself vaccinated if you have not already done so.

The words of Max Lucado are most fitting for a time such as this and I quote; "*No one can do everything, but everyone can do something*"■

Vinaka,

MS THERESA LEVESTAM
ACTING CHIEF EXECUTIVE

INTRODUCING THE NEW & IMPROVED CAAF WEBSITE



See page 18...

SAFETY FIRST!

SEEK SAFETY,
AIM SAFETY,
FOLLOW SAFETY,
ENSURE SAFETY,
TEACH SAFETY,
YIELD SAFETY.

Steering Clear of

Prohibited, Restricted and Danger Areas

Aviators the world over have often found themselves in trouble with the Authorities for flying their aircrafts (mostly unknowingly), into a published Prohibited, Restricted or Danger area and Fiji is no exception.

Understanding what they are and where they are, are keys to steering clear and adhering to regulations governing these mostly overlooked yet important navigation constraint.

Annex 11 to the Conventions define these areas as follows:

Prohibited area *is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. Simply put it, no aircraft shall enter at any time.*

Restricted area *is an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.* Aircraft are not prohibited from operating within a restricted area, but may enter an active restricted area with the prior approval of the Administering authority.

Danger area *is an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.* A danger area requires pilots to have due consideration of the danger present within the area prior to entering, but does not require approval from any agency.

The Regulations

The Air Navigation Regulations (ANR) outlines 3 regulations pertaining to the establishment and adherence to these areas. ANR (2) stipulates the Interpretations of these areas. ANR (86), outlines the establishment of these areas and ANR (100) indicates the ground signals that may be used to warn an aircraft that it is flying in or about to enter an area notified as a Restricted, or Prohibited Area.

In Fiji

While there are no published Danger areas in Fiji, the Fiji AIP indicates the existence of a Prohibited Area and a Restricted Area. These areas are depicted as FJP 1 and FJR 1 respectively on ERNC, AREA charts, VNC and Aeronautical Chart-Fiji Islands.

Below are excerpts from the Fiji AIP ENR 5.1 showing the details of the Fiji Restricted and Prohibited Area.

PROHIBITED AREAS

Code	Name Location	Horizontal Limits	Vertical Limits	Administrative Authority
FJP 1	Government House	S18 08 46 e178 25 37- S18 08 49 E178 25 59 S18 09 16 E178 26 04- S18 09 12 E178 25 37- S18 08 46 E178 25 37	Surface To 2500ft	Ministry of Defense National Security & Immigration
FJP 2	Nukulau Island (withdrawn-UFN)	S18 11 36 E178 30 00 S18 11 36 E178 32 36 S18 09 42 E178 30 00 S18 09 42 E178 32 36	Surface To 5000ft	

Restricted Area				
Code	**Name, Location**	**Horizontal Limits**	**Vertical Limits**	**Administrative Authority**
FJR 1	Government Buildings	S18 08 52.62 E178 25 23.93- S18 09 03.39 E178 26 18.43- S18 09 49.87 E178 26 07.09- S18 09 32.60 E178 25 30.25- S18 09 27.87 E178 25 26.26- S18 09 08.84 E178 25 23.55 Thence to S18 08 52.62 E178 25 23.93	Surface To 2500ft	Ministry of Defense, National Security & Immigration

Pilot Actions

It is absolutely critical that in the planning stages of flights, aviators are to ensure that flights are planned to avoid straying into the Fiji Prohibited or Restricted area.

In the event that pilots become aware that their aircraft have inadvertently flown within a prohibited or restricted area he shall:

(a) immediately vacate the area;

(b) report the full circumstances to the designated air traffic services unit; and

(c) obey any instructions given by air traffic services unit or an intercepting aircraft.

If you are not careful enough, you might be surprised by a series of projectiles discharged from the ground at regular intervals of 10 seconds, each showing, on bursting, red and green lights or stars.

Be rest assured that this is not a firework display but it is an indication that you are an unauthorized aircraft, flying in or about to enter an area notified as a Restricted, or Prohibited Area.

So, the next time you go flying, mark out these critical aviation areas and avoid them at all times.■

References:

1. The Fiji AIP;
2. Air Navigation Regulations, 1981; and
3. Google Earth.

The figure below shows the Fiji Prohibited Area 1 (FJP 1), shaded Red and the Fiji Restricted Area 1, shaded Grey. Also marked in Red pins are the Residence of his Excellency, The President of the Republic of Fiji and the Parliament of Fiji Complex.

What Aircraft Maintenance Workers Need to Know about COVID-19

Aircraft Maintenance Workers

Coronavirus disease 2019 (COVID-19) is a respiratory illness caused by a virus called SARS-CoV-2. Symptoms often include a fever, cough, or shortness of breath. Our understanding of how the virus spreads is evolving as we learn more about it, so check the Ministry of Health & Medical Services website for the latest information.

The virus is thought to spread mainly from person-to-person:

- Between people who are in close contact with one another (within about 6 feet).

- Through respiratory droplets produced when an infected person coughs, sneezes, or talks.

Recent studies indicate that the virus can be spread by people before they develop symptoms or who never develop symptoms. It also may be possible that a person can get COVID-19 by touching a surface or object that has the virus on it and then touching their own mouth, nose, or possibly their eyes. However, this is not thought to be the main way the virus spreads. Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more serious complications from COVID-19.

Like most countries, the Fiji Government requires face masks on planes, buses, trains, and other forms of public transportation traveling into, within, or out of the Fiji transportation centers such as airports, sea ports and other stations. Cloth face coverings may prevent people who don't know they have the virus from transmitting it to others. These face coverings are not surgical masks or respirators and are not appropriate substitutes for them in workplaces where masks or respirators are recommended or required.

As an aircraft maintenance worker, how can I protect myself?

As an aircraft maintenance worker, you could be exposed to COVID-19 in situations such as when you have close contact with someone with COVID-19, when you touch surfaces while conducting maintenance work on aircraft, repairing aircraft interiors and servicing lavatories that have been touched or handled by a person with COVID-19, or by touching your mouth, nose, or eyes.

- Limit close contact with others by maintaining a distance of at least 6 feet, when possible.
- Practice routine cleaning and disinfection of frequently touched surfaces, following the directions on the cleaning product's label.
- Use gloves whenever you touch surfaces contaminated by body fluids.
- Proper hand hygiene is an important infection control measure. Wash your hands regularly with soap and water for at least 20 seconds. If soap and water are not readily available, use an alcohol-based hand sanitizer containing at least 60% alcohol.
- Key times to clean hands in general include:
  - Before, during, and after preparing food
  - Before eating food
  - After using the toilet
  - After blowing your nose, coughing, or sneezing
- Additional times to clean hands on the job include:
  - Before and after work shifts
  - Before and after work breaks
  - After touching frequently touched surfaces
  - After removing any personal protective equipment (PPE)
  - After performing maintenance tasks such as handling untreated human waste
  - After putting on, touching, or removing cloth face coverings
- Avoid touching your eyes, nose, or mouth.

Recommendations based on work tasks:

Interior Work:

- Wear your normally required PPE, if applicable, when making repairs in the passenger cabin area.
- Do not use compressed air or water sprays to clean surfaces contacted by passengers, as these techniques may aerosolize potentially infectious material.
- If cleaning is required before you make repairs, contact your employer for additional safety guidance.

Air Filter Replacement:

- Wear your normally required PPE.
- Follow the manufacturer's filter replacement schedule.
- When replacing air filters (including HEPA filters):
  - Avoid hitting, dropping, or shaking the filter.
  - Do not use compressed air to clean a filter. This will keep materials in the filter from becoming airborne.
  - Dispose of the used filter and gloves in a sealed plastic bag.
  - Clean your hands when the task is finished.

Waste and Wastewater Handling:

- Follow standard practices when performing work tasks that could expose you to untreated waste and wastewater. Untreated waste and wastewater colored blue (i.e., a deodorizing agent in some aircraft toilets) are not disinfected and have the potential to be infectious. Take these steps to protect yourself:
  - Avoid causing or creating a fine spray of untreated waste material.
  - Do not vent aircraft vacuum waste tanks inside hangars if the aircraft's external venting system is not equipped with a filter to prevent the spread of germs from the waste. If you must vent the vacuum waste tanks inside a hangar, use a technique that exhausts the air outside the hangar.
  - Use employer-provided PPE when handling human waste or sewage:
    - Splash-proof face shield
    - Liquid-repellent coveralls
    - Waterproof gloves
    - Rubber boots
- Remove PPE after use following your employers' instructions, and immediately wash your hands with soap and water for at least 20 seconds.

What Steps should my employer take?

Employers of aircraft maintenance workers should develop a COVID-19 health and safety plan to protect employees. This plan should be shared with you and your coworkers. Employers should:

- Take steps to help prevent the spread of COVID-19 if an employee is sick. Actively encourage sick employees to stay home. Sick employees should not return to work until the criteria to discontinue home isolation are met, in consultation with healthcare providers and state and local health departments.
- Provide information on whom to contact if employees become sick.
- Implement flexible sick leave and supportive policies and practices. Consider drafting non-punitive emergency sick leave policies if sick leave is not offered to some or all employees.
- Designate someone to be responsible for responding to COVID-19 concerns. Employees should know who this person is and how to contact them.
- Provide employees with accurate information about COVID-19, its symptoms, how it spreads, and risk of exposure.
- Provide training on proper hand washing practices and other routine infection control precautions. This will help prevent the spread of many diseases, including COVID-19.
- Provide employees with appropriate PPE when necessary and provide training on using the PPE and ensuring it fits correctly.
- Provide employees with access to soap, clean running water, and drying materials, or alcohol-based hand sanitizers containing at least 60% alcohol at their worksite.
- Provide disposable disinfecting wipes so that commonly touched surfaces can be wiped down by employees as needed. Provide products to disinfect that meet COVID-19 safety protocols, diluted household bleach solutions, or alcohol solutions with at least 70% alcohol, and are appropriate for the surface. Provide employees training on manufacturer's directions for use.
- Provide tissues and no-touch disposal receptacles for employees to use.
- Frequently clean workstations, such as areas within maintenance shops, employee break rooms, rest areas, and other common areas.
- Place posters that encourage staying home when sick, covering coughs and sneezes, and washing hands often at the entrance to the workplace and in other workplace areas where they are likely to be seen.
- Follow all applicable workplace health & safety regulations and public health agency guidelines.■

Where can I get more Information ?

Ministry of Health & Medical Services COVID-19 Updates

Ministry of Commerce , Trade, Tourism & Transport COVID-19 Guidelines

The Fijian Government COVID-19 Information Page

Fiji Airports Commissions Historic Air Traffic Management System

Fiji Airports has commissioned its ground breaking and upgraded Air Traffic Management (ATM) system that will pave the way for surveillance control in Fiji's Domestic Airspace.

Fiji Airports Board Chairman, Geoffrey Shaw says it is a historic milestone for Fiji to successfully transition to the new Aurora ATM system.

"Fiji Airports manages six million square kilometers of airspace in the Nadi Flight Information Region which covers the airspace of Vanuatu, New Caledonia, Fiji, Tuvalu and Kiribati. The commissioning of this new Aurora ATM system is ground breaking in the fact that we will now provide enhanced airspace efficiency and safety to our airspace users." Shaw explained.

Shaw further added "It is a significant milestone for Fiji Airports to make this historic ATM transition during the COVID-19 pandemic. While there was great pressure and valid need to cut costs across most entities in the aviation industry, Fiji Airports persevered with our previous commitment to continue personnel training and upskilling of our people through the implementation of the new Aurora ATM System"

"This modernizes our ATM system and provides air traffic controllers with the latest ATM technology including electronic flight strips, advanced flight and surveillance data processing and training capabilities. It is one of the world's best ATM systems for managing procedural control in Oceanic Airspace integrated with the capabilities and tools needed to manage traffic in the domestic environment. This approach allows for optimal fuel-efficient routing in the procedural environment with reduced separation minima for airspace efficiency and gives controllers the tools they need to provide ADS-B based surveillance in en route and approach phases of flight" Shaw said.

The new Aurora ATM system supplied by global technology company, Adacel integrates Oceanic, Terminal Area and Tower Control capabilities and includes a new simulator to train air traffic controllers in an ADS-B Surveillance control environment.

"Fiji Airports has been our customer for over a decade now and we value the team's commitment to this significant project. Deploying a new system with major new capabilities is a challenge on its own; successfully implementing it during a global pandemic is absolutely remarkable," said Daniel Verret, Adacel CEO.

"I could not be prouder of the impressive teamwork and close collaboration between Adacel and Fiji Airports to ensure the success of this mission."

Fiji Airports has been using Adacel's Aurora ATM system to control air traffic in its oceanic airspace since 2010. With the deployment of the new Aurora ATM System, Fiji Airports now operates a single, integrated system for oceanic, en route, approach and tower control that will enable it to provide the most efficient service possible to airlines as air travel resumes.

The new Aurora system also delivers a complete technical refresh of the system with new Linux-based hardware and high-resolution displays for *controllers at the Nadi ATM Centre and Nadi and Nausori Towers. With* this upgrade, controllers have advanced tools and capabilities for all traffic domains, including new Human-Machine Interface (HMI) for quick flight plan creation, clearance delivery and coordination as well as optimized electronic flight strips in the towers.

For further queries please contact our Communications and Public Relations Manager, Christopher Chand on 9989985 or email ChristopherC@fijiairports.com.fj ■

About FA

Fiji Airports (FA) is a fully owned Government Commercial Company established on April 12th, 1999 under the Public Enterprise Act 1996. FA owns and manages Nadi International Airport, Fiji's Gateway to the World. It also manages, on behalf of Government, the Nausori International Airport and 13 other outer island airports. For more information about Fiji Airports you can log on to our website at www.fijiairports.com.fj

*Our **TRAVEL SAFE** advisory is available on this link:*
http://airportsfiji.com/travel-advisory-aug-20.pdf

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CAA Fiji is keen to hear from you regarding our levels of service. If you believe you have constructive ideas on how we can improve our services, or would like to report instances where we have failed to meet your expectations, please send your feedback to CAAF, preferably using the QA 108 form that can be accessed from our website. This can be sent to CAAF by faxing it to the Executive Office on 672 1500, or dropping it in the feedback box in the foyer of CAAF HQ, or emailing to :

info@caaf.org.fj

FCAIR

FIJI CONFIDENTIAL AVIATION INCIDENT REPORTING

FORMS AVAILABLE ON WEBSITE

www.caaf.org.fj

***OR* FRONT DESK, CAAF HQ.**

Technology Coming To Airport Security

The safety and security of airports is something that the aviation industry takes very seriously – but this can lead to a situation where there are excessive waiting times for flights and a rather frustrating system. However, there are many changes in progress as technology advances look to make the whole process of using an airport be smoother and faster.

A recent report from the International Air Transport Association (IATA) revealed that passenger traffic through airports is set to double by 2035, indicating that the processes in place need to not only become safer, but also more efficient.

Here we look at six ways that airports are using different forms of technology to improve their safety measures, ultimately becoming safer and easier to use for passengers.

The introduction of e-passports

You may well already have an e-passport, as this has been one of the large-scale advances that has come to airport security in recent years. E-passports (also known as biometric passports) have been rolled out across the world, with the first actually being issued all the way back in 1998 by Malaysia. However, over the last ten years they have become far more widespread.

The passports contain a chip which can be scanned by automatic machines at airports around the world – this significantly reduces the amount of work that needs to be carried out by airport staff. Additionally, these passport chips eliminate the possibility of human error in the process, ensuring that airport security runs not only faster, but safer too.

Powerful body scanners

One safety measure that is currently going through the trial stage is a very powerful scanner that passengers walk through which is able to recognize potential hidden threats without passengers needing to stay still or remove items of clothing. The scheme is recently trialed at Cardiff Airport in the UK and has the potential to not only improve security, but also speed up the whole process of using airports.

The scanner images body heat and utilizes computer learning in order tell the difference between something that is a threat and something that is not. And all this can be achieved without passengers having to individually stop and stand still.

12 million passengers travel by plane every day on more than 12,000 flights – and when you consider that each of these passengers has to pass through security, it shows just how much time and effort is taken up by the process. If these scanners can cut down the amount of time it takes for security and reduce queues, airports could become far more efficient.

Countering drones

We are increasingly seeing incidents involving drones flying around airports, causing not only disruption but also potentially very serious security risks. There was an incident at Gatwick Airport in late 2018 which showed just how much chaos can be caused by a single drone flying near to an airport. This – the UK's second largest airport – saw the cancellation of hundreds of flights, with more than 140,000 passengers affected. Unsurprisingly then, aviation authorities are looking at various options to deal with the issue.

There are many possibilities such as enforcing stricter regulation over the drone industry as a whole, or even forcing drones to comply with so-called "geo-fencing" where internal GPS stops the drone from entering restricted areas.

Facial recognition software

One of the new security features that many of us will already be familiar with is that of facial recognition software. When you use e-passport machines they will scan your face to establish whether it matches that in the passport that you have presented.

However, this process is only in its infancy and there are many potential innovations coming forward such as the possibility that an individual would be able to check in, drop off their bags, and even board a flight without needing to show their passport at any time. This would be achieved through technology that scanned the passport chip and utilized facial recognition cameras throughout the airport. Individuals pass through security as their face has already been recognized by the scanners.

The US is slowly coming around to the idea of facial recognition with LAX piloting a scheme in a bid see whether the technology could feasibly be rolled across airports throughout the country. Digital security provider Gemalto partnered with the airport and the scheme ran for a month at the end of 2018.

During the scheme, passengers were not required to show their boarding pass to fly – they simply had their face scanned at the boarding gate.

Artificial intelligence

Artificial intelligence (AI) has become a technology buzzword across many industries – and airport safety is no different. Many companies are utilizing AI in their technologies in the hoping of improving efficiencies, reducing time, and being more effective.

A great example of this is the Rohde & Schwarz airport scanners which were rolled out at Denver International Airport last year. These scanners use AI to detect shapes and objects in under second, without any moving parts. The role of AI in the process is to interpret the image to decide whether any of the objects that have been noticed are dangerous.

Of course, AI has a range of other potential uses in partnering with screening technologies and surveillance to create a far safer and more secure airport environment. Machine learning could allow AI to identify suspicious patterns of behavior which could then be used to inform perimeter security to deal with the issue.■

Source: https://thebossmagazine.com/new-airport-security-technology/

Medical Assessments

Medical assessments are done by a Approved Medical Assessor (AMA) who are appointed by the Authority. The medical assessment is valid for a period of 6 months or 12 months as appropriate, from the date of the initial examination or, for a renewal, from the anniversary date or for such other period as the Authority may determine.

A licence holder may not exercise the privileges of their licence beyond the relevant period of validity of the medical assessment or licence validity whichever expires first. A licence holder may arrange to undertake a renewal medical examination up to **45 days before the expiry date** of their current medical assessment without penalty.

Licence, Permit or Approval Type or Rating	Medical Assessment Class	Period of Validity of Medical Assessment - Months			
		Under 40 years of age	Over 40 years of age		Over 60 years of age
			Single Pilot	Multi-crew	
Flying Training Permit	2	60	24	N/A	
PPL (A) (H) (G) or (B)	2	60	24		
PPL (A) (H) (G) or (B)	1	12	6	12*	6
ATPL (A)	1	12	6	12*	6
Air Traffic Controller	3	48	24		12
ATS Training Permit	3	48	24		12
Flight Information Service Officer	3 (Initial) / 4 (Renew)	4	24		12
Aeronautical Facility Technician Licence	4	48	24		12
Aircraft Maintenance	4	48	24		

If the medical examination is undertaken no more than 45 days prior to the expiry date, the expiry date will be calculated in accordance with the table by the period stated in the table as applicable.

If the medical examination is not taken within the 45-day period referred to above, the expiry date will be calculated from the date of the general medical examination■

Contact CAAF
P: (679) 892 3155 ;
E: licensing@caaf.org.fj ;
W: www.caaf.org.fj

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Medical Certification Process

AMA (Medical Renewal)

Licence holders visit a Approved Medical Assessor for medical assessment

- **Green slip issued to applicant** → Green slip submitted to Authority → 3 working days for processing → Medical assessment is endorsed and ready for collection
- **Not issued with green slip – report sent directly to authority** → Medical board meting called

Issued with green slip—Fit to operate.
Not issued with green slip—failure to meet certain requirements

The medical board is called upon to determine whether the licence holder is fit or unfit to operate

- **Fit to operate** → Validity period endorsed as per decision by medical board → Medical certification ready for collection
- **Unfit to operate** → Suspension of licence

Note:

1. **For the purpose of initial issue of medical assessment, AMA sends the medical report directly to the authority. A green slip would not be issued to the applicant in this instance.**
2. **Licence holders must not exercise the privileges of their licence if they do not have current/valid dates endorsed on the licence books.**

Contact: CAAF
Office Number: (679) 892 3155
E-mail: licensing@caaf.org.fj
Website: www.caaf.org.fj

What Does It Mean To Have a Strong Aviation Security Culture

A strong aviation security culture is one in which security is a top priority for all staff. It means that security can never rest at the back of our minds; it must constantly be at the forefront. It also means that security cannot be an afterthought; it must be approached with a proactive mindset.

If we lose sight of the importance of aviation security for a moment, we risk becoming vulnerable to the imminent dangers that constantly pressure our industry. Security is everybody's business. So, what can you do to build a strong aviation security culture within your company?

It Starts from The Top

It's not easy to start a movement. Top management must be willing to champion the idea of a strong security culture. They must establish clear goals and ensure all personnel understand the importance of being security-minded. Management must set the tone by being an example and providing support throughout the transition process and thereafter. When top management sets the stage for a strong culture of security awareness, the rest follows easier.

In order to have the best chance of success, management must have as many staff onboard as possible. From top management all the way down not only applies to staff with security duties; it applies to all staff including café workers, custodial staff, maintenance personnel, baggage handlers, etc. We cannot achieve the results and service levels we want without working in partnership with all other organizations. Vigilance is important and there can never be too many eyes and ears to report suspicious activities.

Always Be on Alert

It's true that while some countries may be at a higher risk of attack than others, it would be naïve to think certain countries are at no risk at all. At any moment, any airport or facility in any country could be the target of the next attack. Attacks can be carried out for a number of reasons and there's no telling how and when it may happen.

There is also a belief that landside is most susceptible to attacks, while airside is not vulnerable at all. Being on an airport's airside does not automatically mean people are safe. Despite having security controls in place, it is possible for a threat to slip through. In addition, insider threats may have knowledge to circumvent current security systems. That's why it's important to always be on alert.

Keep Training Up to Date

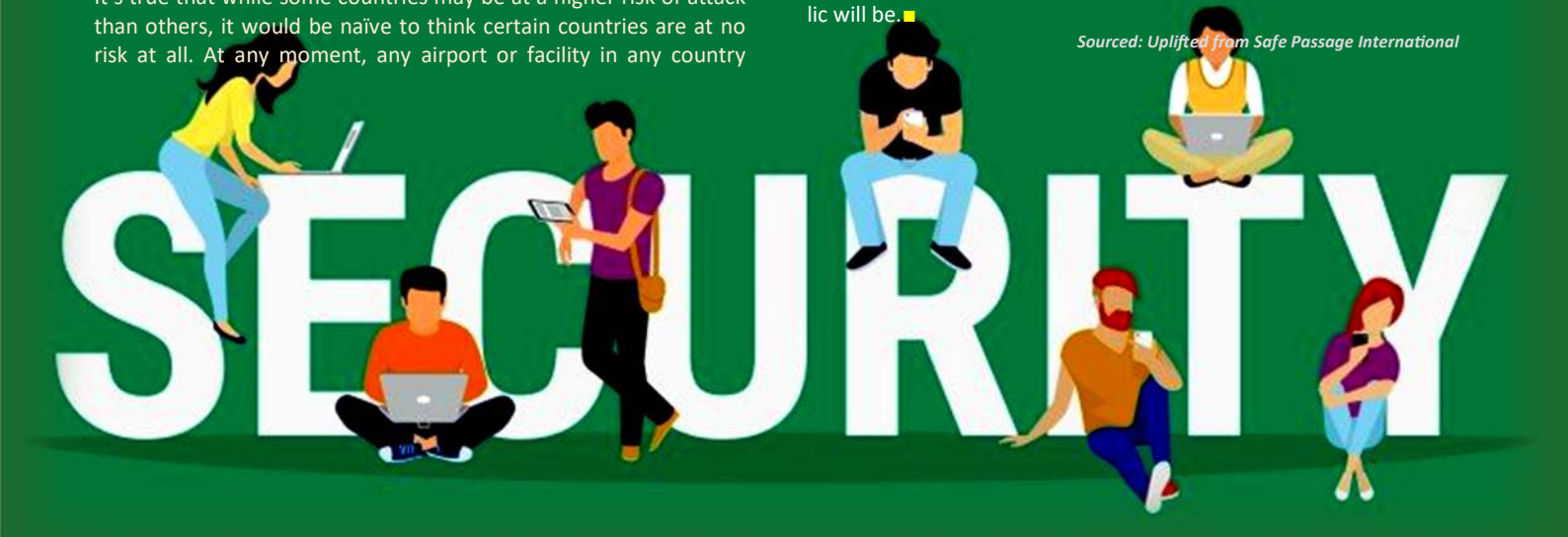
Another important element of strengthening your company's security culture is to keep personnel mindful of the role they play in security. With comprehensive, continual training, this is possible. That's why it's imperative to re-evaluate your current security training on a regular basis to ensure it fulfills all of your training needs.

When your training emphasizes the importance of being vigilant, incorporates the latest industry threats and concealment techniques, and is available for training and practice year-round, personnel have a better chance of succeeding on the job. Strengthening human capital (knowledge, skills, and experience) from an aviation security perspective is critical.

Conclusion

To develop a strong aviation security culture, security should always be at the forefront of everyone's mind. The more security-minded personnel are, the more secure your facilities and the public will be. ■

Sourced: Uplifted from Safe Passage International



Moving On To the next Chapter..

Capt George Tudreu

https://www.linkedin.com/in/georgetudreu

....has decided to move on to the next phase of his career and life and pursue lifelong dreams and ambitions.

After serving and dedicating a total of 18 years with the Civil Aviation Authority of Fiji, starting as a Flight Safety Officer Trainee to eventually becoming Controller and Head of the Air Safety Department and an Executive of the Authority, ***Captain George Tudreu*** has decided to move on to the next phase of his career and life and pursue lifelong dreams and ambitions.

The role and responsibility of the Aviation Regulator is a difficult and challenging one and requires individuals who have the dedication and resilience to weather the challenges of which there will be many. Suffice to say you don't win popularity contests.

In this regard, the Civil Aviation Authority of Fiji would like to extend its gratitude and recognise the significant contributions that Captain Tudreu has made to the Authority over the years and to the Aviation Industry in Fiji and the region during his time with the Authority and through the aviation regulatory standards he was responsible for implementing and overseeing and the fair, consistent and ethical manner in which he conducted himself and this responsibility.

.....Civil Aviation Authority of Fiji would like to extend its gratitude and recognise the significant contributions that Captain Tudreu has made to the Authority over the years.....

Vinaka vakalevu Captain Tudreu and all the best in your future endeavours ■

MOR
for Improving Safety

Mandatory Occurrence Reporting requirements originate in the founding document of ICAO, the Convention on International Civil Aviation which was signed in Chicago in 1944, and are described in detail in *Annex 13, Aircraft Accident and Incident Investigation* and *ICAO Document 9756 Manual of Accident and Incident Investigation.*

Regulation 71 of the Civil Aviation Legislation governs the ***mandatory reporting of occurrence*** in which any person in the aviation industry shall report to the civil aviation authority of Fiji of any occurrences that could endanger the safety of an aircraft, its occupants or any other person. The report shall be submitted to the authority within 96hrs of the occurrence using the CAAF form 0R 001.

The Authority has the power to investigate such reportable occurrences.

COVID-19 pandemic has changed the landscape of aviation like nothing before. In the longer term, the expected increase in air traffic means that our coordinated efforts to improve safety are vital if we want to prevent air accidents from increasing. However, the current aviation safety system is mainly a reactive and prescriptive safety system, in which safety improvements are essentially resulting from technological progresses, compliance with prescriptive regulations and lessons learned from aircraft accidents. A more pro-active system relies on us learning as much as possible about occurrences, risks and hazards that exist - your occurrence reports are a vital part of that process.

The Aviation Safety Management System - its objective is to ensure that the necessary safety intelligence is available to support the safety management efforts of the whole Fiji Aviation Community. The authority with its aviation quality data system aims to ensure that the industry is aware of the risks it is facing and takes relevant measures to mitigate those risks.

Regulation 71 should allow the industry and the regulators to be informed about the risks they are facing and to take decisions supported with relevant knowledge and information.

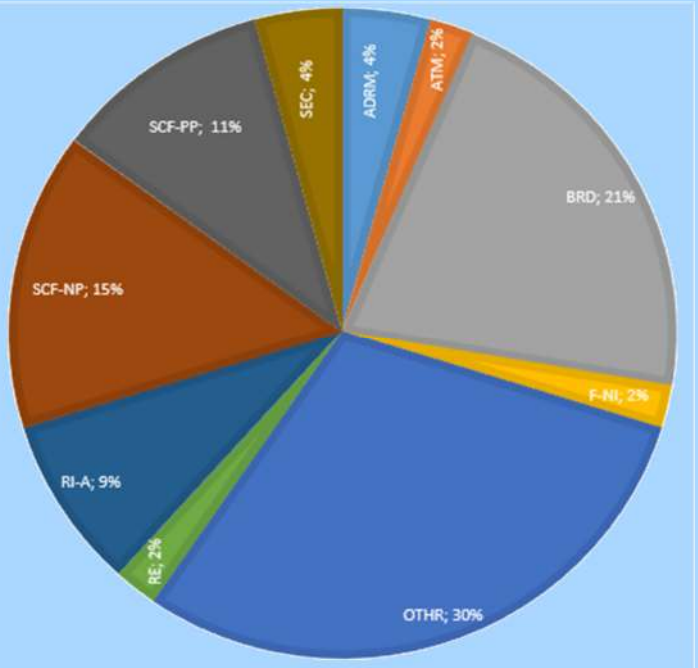
Total of 41MORs filed in the last quarter of 2020 compared to a 37 MORs filed in the first quarter of 2021 and will continue to see the decrease in trend as we progress in 2021■

MOR Received in first quarter of 2021

Total MORs Received	Air Safety Department	Ground Safety Department	Security Department
37	26	5	6

10 Bird Strike ** 4 Nausori Airport
****5 Nadi Airport**
**** 1 Cicia Airport**

TOTAL MOR RECEIVED IN FIRST QUARTER OF 2021



Take-Off, Landing and Ground Operations		*Miscellaneous*		*Non-Aircraft Related*		*Aircraft*	
Runway Excursion	RE	Security Related	SEC	ATM/CNS	ATM	SYSTEM/COMPONENT FAILURE OR MALFUNCTION (POWERPLANT)	SCF-PP
Runway Incursion	RI-A	Other	OTHR	Aerodrome	ADRM	SYSTEM/COMPONENT FAILURE OR MALFUNCTION (NON-POWERPLANT)	SCF-NP
				Birdstrike	BRD	FIRE/SMOKE (NON-IMPACT)	F-NI

Review of Fiji's Primary Aviation Legislation

The International Civil Aviation Organisation's (ICAO) Document 9734 titled 'Safety Oversight Manual' specifies the critical elements required for a good State Safety Oversight System.

The first critical element of such a system is Primary Legislation, this is the foundation of the safety and security oversight system. To fulfil the requirements of this critical element, the State must promulgate comprehensive and effective aviation law, commensurate with the size and complexity of the State's aviation activity and consistent with the requirements contained in the Convention on International Civil Aviation. This primary aviation legislation should enable the oversight and management of civil aviation safety and security and the enforcement of regulations through the relevant authorities or agencies established for that purpose.

"Primary aviation legislation" is a legislative instrument known as the "civil aviation act" or "civil aviation law" that is applicable to all individuals and organizations subject to the laws of the State concerned.

Following on from the ICAO USOAP activities conducted on Fiji; on-site audit, off-site validation and in-country-validation missions, the need to consolidate and strengthen Fiji's primary aviation legislation; i.e. the Civil Aviation Act 1976, the Civil Aviation Authority of Fiji Act 1979 and the Civil Aviation Reform Act 1999 is a priority. There is a need to consolidate into one (1) document, the three (3) existing Acts and further refine the document to ensure all ICAO and State requirements are captured, as well as improve the Fiji aviation safety regulatory system.

Work on this project begun in 2020, taking a holistic approach through the conduct of an overall review and reform exercise.

The objectives of the project are to produce:

- a single Civil Aviation Act for establishing Fiji's Civil Aviation Authority and the economic and safety regulation (covering certification, licensing of aircraft, airports, air navigation service providers and personnel) for civil aviation, and
- a separate Accident Investigation Act; and
- a separate Aviation Security Act.

Other civil aviation laws will remain the same.

A review and reform of Fiji's primary aviation legislation will ensure a firm foundation is established before the review and harmonisation of Fiji's secondary aviation legislation■

Image: infoWERK– Aviation-Aviation Legislation

INTRODUCING THE NEW

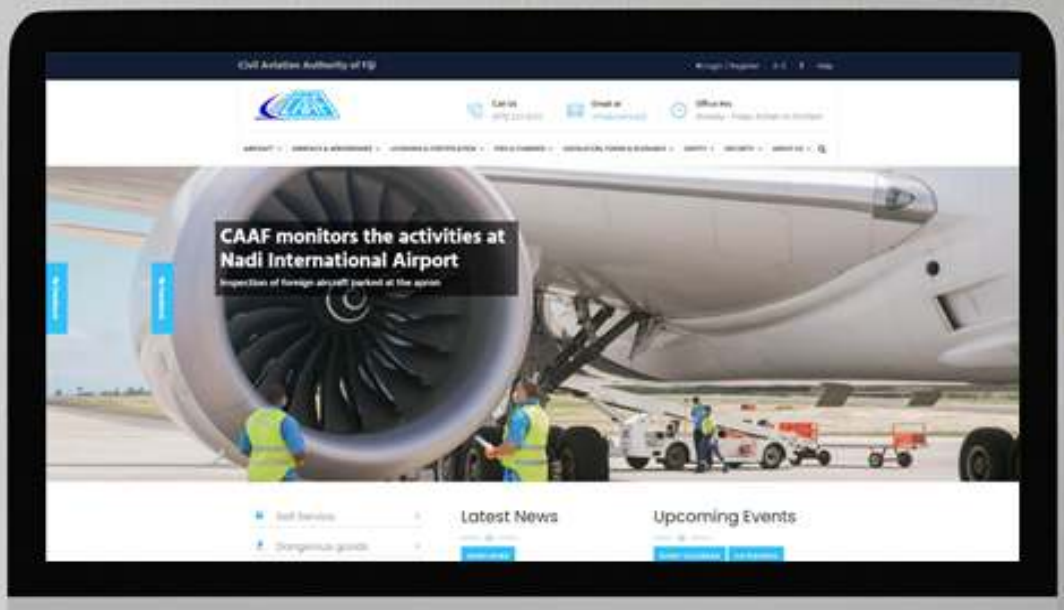
CAAF.ORG.FJ

The CAA Fiji's new website was launched in May 2021, bringing in a more modernised look with improved features and a more user friendly online experience. The Authority in its approach to this new website, is taking steps towards a Go-Green initiative by accepting paperless transactions such as; submitting Mandatory Occurrence Reports, Application and Feedback. The new website also provides a platform for its registered users to track their application status and receive email notifications upon any new updates posted thus keeping stakeholders well informed.

To assist in the continuous improvement of our service, we welcome your feedback and you can do this on the new improved website. We thank you for your support in promoting aviation safety in Fiji and the Region■

NEW FEATURES INCLUDE:

* USER ACCOUNT REGISTRATION
* MANDATORY OCCURRENCE REPORTING
* AIRCRAFT REGISTER
* APPLICATIONS
* FEEDBACK



Pacific Ministers endorse *Port Moresby Declaration* on Regional Aviation Safety and Security

Port Moresby and virtually, 2nd July 2021

Ministers responsible for civil aviation and senior aviation officials from 14 Pacific Islands States convened virtually this week to endorse the *Port Moresby Declaration* formalising their shared commitments to progressing important Pacific regional aviation matters through a new enhanced collaboration framework.

The Regional Aviation Ministers Meeting (RAMM), hosted by the Papua New Guinea government on Wednesday, 30th June, resulted in Pacific Forum Member States endorsing the *Port Moresby Declaration on Aviation Safety and Security*.

The *Port Moresby Declaration* provides a range of strategic priorities and actions to respond to the critical challenges regarding aviation safety and security performance facing Forum Members, who have been seriously impacted by the COVID-19 pandemic.

The region faces challenges building and maintaining a safe, secure, resilient reliable, efficient, environmentally sustainable, and economically viable civil aviation system. These include compliance with the International Civil Aviation Organisation's (ICAO) Standards and the *Convention on International Civil Aviation*, increasing Pacific aviation connectivity and internationally, sustainable funding mechanisms, and having regard to the serious impact of COVID-19 on aviation and the Pacific's social and economic recovery.

The Ministerial Meeting was the first such high-level regional aviation meeting since the initiation of the *Pacific Civil Aviation Safety and Security Treaty* (PICASST) in 2004.

Australia, Cook Islands, Fiji, French Polynesia, Kiribati, Nauru, New Caledonia, New Zealand, Niue, Papua New Guinea, Samoa, Solomon Islands, Tuvalu, and Vanuatu attended the RAMM.

Forum Member Countries welcomed the participation of the Pacific Islands Forum Secretariat (PIFS) Secretary General, the International Civil Aviation Organisation (ICAO) Secretary General, and senior officials from CROP agencies including the South Pacific Tourism Organisation (SPTO), Pacific Islands Development Program (PIDP), and South Pacific Community (SPC). The Meeting was also attended by government officials from the United States of America and Singapore, as well ass officials for the World Bank, and the Airlines of the South Pacific Association.

RAMM Chair and Papua New Guinea Minister for Civil Aviation, the Honourable Sekie Agisa said:

"The *Port Moresby Declaration* is a considerable achievement which formally builds on previous commitments and gives renewed focus to implementing a holistic and collaborative regional approach to achieving sustainable aviation safety and security."

"Although faced with many challenges, the message is clear, through collaboration and commitments, our region can achieve strengthened aviation safety and security compliance," he said.

The Declaration demonstrates Pacific governments commitments to creating a way forward for strengthened aviation safety and security. Safe and secure aviation is recognised as an essential requirement to enabling connectivity and sustainable development in the Pacific.

Secretary General of the PIFS, Mr. Henry Puna said: "We need to shift our thinking and our approach from 'business as usual' and start to explore new and innovative approaches to create a more safe, secure and sustainable aviation sector for our region; and one which promotes the spirit of the Blue Pacific while respecting national jurisdictions and development aspirations."

"The prioritization of aviation in Pacific States is critical to assure the local levels of ICAO compliance which will ultimately restore this region's significant aviation's benefits," commented ICAO Secretary General Dr. Fang Liu, "and it's my hope that the *Port Moresby Declaration* will suitably emphasize the importance of air transport to national and regional recoveries to Pacific States."

Another significant milestone was achieved with the endorsement of the *Framework for Aviation in the Pacific* which will enhance regional collaboration through the development of a 10-year *Pacific Regional Aviation Strategy*.

The Strategy will create a pathway to the long term safe and sustainable development of the aviation system to deliver the vision for a harmonised, collaborative and connected Pacific aviation system that supports safe, secure, and sustainable aviation in all Pacific States.

The *Pacific Regional Aviation Strategy* will focus on COVID-19 recovery and long-term sustainable development of the Pacific aviation system including strengthening Member States' regulatory oversight capability, capacity, and effectiveness.

It was also agreed that the PICASST will be amended to better address the current needs of the region to enable a wider scope of collaborative activities, and leverage opportunities including a stronger Pacific voice in the international aviation system.

Ministers also agreed to strengthening the multi-functional regional aviation organisation to address aviation issues and opportunities as a key regional priority.

In that regard, Ministers recognised the improved performance of the regional aviation organisation, the Pacific Aviation Safety Office (PASO). They agreed to strengthen PASO with appropriate and sustainable resourcing to ensure it continues to deliver enhanced aviation safety and security services to all Member States as an important part of the response to the ICAO *Pacific Small Island Developing States Study*.

Ministers agreed to the Cooks Islands hosting the next RAMM in 2022, before the next ICAO Assembly, to monitor progress and consider the amended PICASST, *Regional Pacific Aviation Strategy*, and sustainable funding arrangements to support enhanced regional collaboration and a strengthened multi-functional regional aviation organisation■

ABOUT PASO

The Pacific Aviation Safety Office (PASO) is an international organisation providing quality aviation safety and security service for Member States in the Pacific.

PASO is the sole Pacific regional organisation responsible for regulatory aviation safety oversight services for the 10 Pacific Governments who are signatories to the Pacific Islands Civil Aviation Safety and Security Treaty (PICASST).

The PICASST signatories include the Pacific nations of Cook Islands, Kiribati, Nauru, Niue, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, and Vanuatu and make up the PASO Council. Associate Members of PASO are Australia, Fiji and New Zealand.

International agencies supporting PASO includes: Airways New Zealand, Asian Development Bank (ADB), Association of South Pacific Airlines (ASPA), International Civil Aviation Organization (ICAO), Pacific Islands Forum Secretariat (PIFS), USA Federal Aviation Agency (FAA) and the World Bank (WB).

PASO is a member of the Council of Regional Organisations (CROP) and has been hosted since its inception in 2005 by the Republic of Vanuatu. ■

'Public Health Corridor' Concept for Certain International Ops

Recommended by ICAO

The International Civil Aviation Organization (ICAO) has published new guidance regarding implementation of a Public Health Corridor (PHC) for certain operations conducted during the COVID-19 pandemic, citing extensive and inconsistent border restrictions as disruptive to the supply chain of essential goods.

The PHC concept is based on the use of "clean" crew, "clean" aircraft, "clean" airport facilities and "clean" passengers, with "clean" referring to implementing measures to ensure virus-free status, to the extent possible.

The PHC applies to operations carrying cargo, supporting maintenance activities and positioning aircraft without passengers. This includes ferrying of new and repaired aircraft and transportation of crewmembers for operational purposes.

The ICAO guidance also includes guidelines for crewmembers at airport; pre-, in- and post-flight; and during layovers, as well as a sample aircraft disinfection control record and a Crew COVID-19 Status Card.

ICAO's Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) – a voluntary group of aviation and public health experts who prepare for and manage public health events in civil aviation – said the PHC will ensure continued flight operations with minimal restriction while preventing the spread of COVID-19 through air travel, with a focus on the health and safety of crew and passengers.

"Although this guidance is intended to facilitate specific types of international operations, much of the guidance is applicable to all types of operations," the detailed guidelines and especially the aircraft disinfection control record and Crew COVID-19 Status Card might serve as useful examples for domestic and international operators of all types."■

KNOW YOUR APPROVED MEDICAL ASSESSORS

Medical Assessor *means a physician, appointed full time by the Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.*

Approved Medical Authority *means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.*

Approved Medical Authority (Specialist) *means a physician with training in specific medical fields related to Aviation Medicine such as Cardiology or Ophthalmology, who is designated by the Authority to conduct specialist examinations of applicants for licences or ratings for which medical requirements are prescribed*■

Extract from ASD Medical Standards.

Dr Ram Raju
2 Lodhia St, Nadi Town.
Tel: 6700240; 9920444
Email: rraju@connect.com.fj

Dr Isireli Biumaitotoya
Concave Drive, Namaka, Nadi.
Tel: 6725707; 9955151
Email: Biumaitotoya@gmail.com

Dr Louise Williams
(Specialist Ophthalmology)
Concave Drive, Namaka, Nadi.
Tel: 6727944; 9309450
Email: louisejohn@connect.com.fj

Dr Pardeep Ram
(Specialist Ophthalmology)
Laser Eye Centre Ltd, Lautoka.
Tel: 9763727
Email: pardeepram@yahoo.com.

Dr Rauni Tikonayau
Level 6, Civic House, Suva.
Tel: 3316999 ext 355229; 9906404
Email: rauni.tikonayau@govnet.gov.fj

Dr Nahina Naaz
Ace Medical Centre,
RB JetPoint Complex
Matintar, Nadi. Tel: 6727530.
Email: drnahina.naaz@gmail.com

Dr Keshwan Nadan
Makoi Health Centre
GPO Box 15939, Suva.
Tel: 6654613 / 8010315 / 9954613
Email: Keshwan7@gmail.com

Dr Anthony Wiles
320 Remuera Road, Auckland, New Zealand.
Tel: (09) 524-6504
Email: wiles@remueradoctors.co.nz

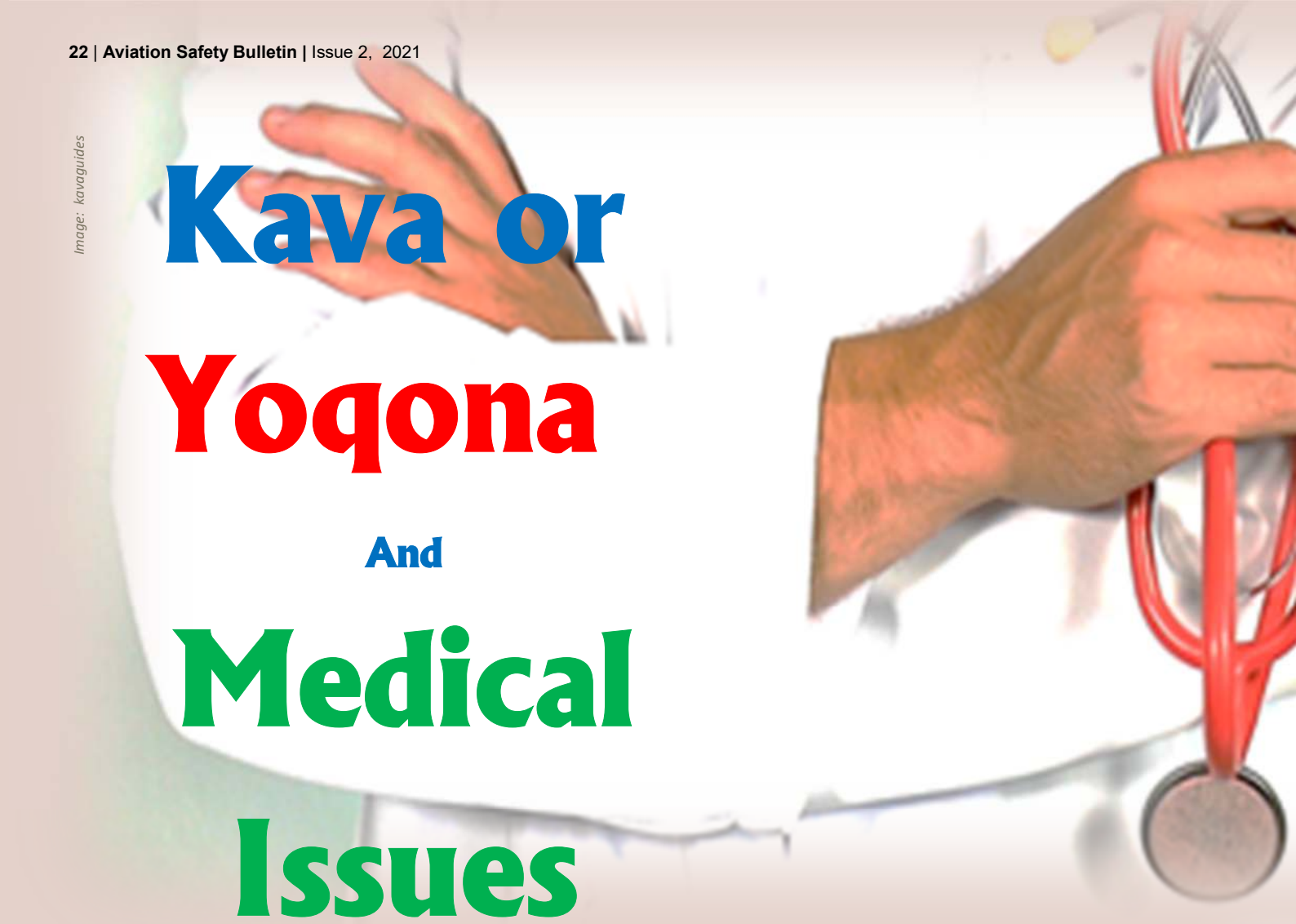


Image: kavaguides

Kava or Yoqona And Medical Issues

Kava or Yaqona as we all know is a popular drink in Fiji and many other Pacific Island Countries. The scientific name is Piper Methysticum derived from Latin "pepper" and Latinized Greek "intoxicating".

Consumption of kava is very much part of our daily lives, culture and existence. It plays an important role in traditional community ceremonies not only in Fiji but several other Pacific Island countries.

In recent times it has become more widely consumed in the international community as a recreational beverage and Fiji has certainly dominated it's export market. Fiji has a well established Fiji Kava Council and a Bill passed in Parliament ka Kava Bill few years ago governs Fiji's Kava Industry. Amongst other objectives the Kava Bill aims to regulate the cultivation, processing, transportation and marketing of Kava. Fiji Kava Council is also a member of International Kava Executive Council.

The world's first Kava Tissue Culture Laboratory opened in Levuka in Sept 2019 with an aim of standardizing and improving quality of kava in Fiji for export and domestic market. Close to 50 people are employed in this new ambitious, progressive and exciting set up. It will help provide long term solution for creating a sustainable and growing Kava industry.

Generally there are two types of Kava: Noble and Non-noble. In Fiji we only have the Noble Kava which is more lor less good Kava.

Kava is already a significant foreign exchange earner for Fiji and close to 10,000 farmers are involved in Kava industry. A recent survey article mentions that up to 300 million dollars are spent on Kava in Fiji annually .

Kave was banned in several European countries as well as in Australia by several states where kava intoxication (mixed with alcoholic beverages) caused numerous social and health problems. The ban has since been lifted by but restrictions remain on their importation on the quantities allowed in many of these countries.

The Kava drink or beverage made from the root of the plant has *psychoactive properties*. The biological effects is due to a mixture of compounds called Kavalactones which is the active ingredient.

Image: ffwfromfiji.wordpress.com

Fresh kava root contains 80% water and the dried root contains approx. 43% starch, 20% dietary fibre, 15% kavalactones, 12% water, 3.2% sugars, 3.6% protein and 3.2% minerals.

Moderate consumption of Kava in its traditional form (water based suspension of kava root) has been deemed to present an acceptably low level of health risk by the World Health Organisation.

The biological effects (attributed to kavalactones) includes sedative, anxiolytic, antistress , analgesic, local anesthetic, anticonvulsant and neuroprotective properties. Occasional intake of kava (couple of bilos per day) is generally safe and no specific adverse health effects encountered.

Excessive consumption over a period of time however can result is skin disorder, dermopathy (icthyosiform eruption or kanikani), weight loss, nausea, loss of appetite, loss of sex drive, dyspepsia, physical inactivity or letharginess, movement disorders, nutritional deficiencies, pulmonary hypertension, blood dyscrasia , facial puffiness, renal disorders and liver toxicity.

There are potential adverse interactions with certain pharmaceutical drugs such as anticonvulasants, alcohol, anxiolytics, antipsychotics, levodopa, diuretics and several drugs metabolized in the liver.

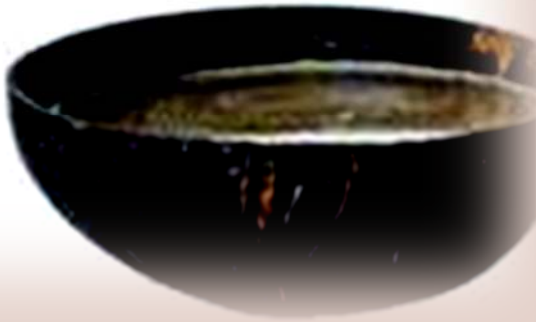
Kava is not directly related to heart diseases nor a risk factor for heart attacks but invariably everyone who indulges in regular consumption of kava also smokes. Smoking is one of the highest risk factors for heart attacks in Fiji that claims up to1,500 deaths annually.

Most of our patients admits to smoking when drinking kava or alcohol when a history of smoking is recorded. They are also generally inactive with very little exercise. The sedentary lazy lifestyle is another major contributing factor for heart attacks.

In the last publication of the CAAF Bulletin the issue of NCD's was well presented by colleagues Dr Nahian Naaz and Kanna Gounder. The shocking lifespan of Fiji is cause for concern and alarm and everyone needs to take responsibility to arrest this scourge of NCD's.

Consumption of Kava on a daily or regular basis needs to be limited to a few bilos only and smoking to be avoided completely. Behavioral change and responsible drinking (also includes alcohol) is required in our society to change the mind set that will prevent early morbidity and mortality■

Author: Dr Ram Raju ,
{From DSM Centre, Nadi.]



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Civil Aviation Authority of Fiji

SECURITY IN OUR AIRPORTS

WE ALL PLAY A PART

IF YOU SEE IT– SAY IT

More info @ www.caaf.org.fj