



# AVIATION SAFETY BULLETIN

A Publication of:

**Civil Aviation Authority of Fiji**  
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## MESSAGE FROM THE CHIEF EXECUTIVE



### Introduction

The global and domestic aviation landscape has changed significantly

in recent years as a result of the dynamics of aviation activities and the business environment. In acknowledging this change, Fiji through the Authority has responded positively by introducing the right regulatory platform that would effectively manage the safety of aviation activities at all levels of an aviation organisation or document holder and across the industry.

In this regard, Fiji has adopted and implemented the ICAO performance based safety system which introduces business principles in the management of safety. This new approach emphasises hazard identification, risk assessment, risk mitigation and sharing of safety information as its key components. It does not replace the existing compliance based approach (CBA), but compliments and drives it with a more robust safety processes and decision support system using real time safety data.

The Authority acknowledges the steady efforts by the aviation industry in Fiji since 2008 to progressively implement a Safety Management System (SMS) and safety improvements. In pursuing the same goal, the Authority with the support of the government is working to improve the regulatory framework, its internal processes, its policies and procedures and its staffing level to effectively deliver its regulatory services.

In this mid-year bulletin, the Authority will provide an update on the progress made on some of the areas mentioned above.

Oversight Audit Programme (USOAP). ICAO is now transitioning into a monitoring role and will be reviewing and analysing States' information collected under the USOAP while moving towards a Continuous Monitoring Approach (CMA).

Under the CMA, States are required to update their corrective action plan, state activity questionnaire, protocol questions and list of differences on the ICAO website online and submit evidences. This work is important so that Fiji's Lack of Effective Implementation (LEI) of the ICAO SARPS of 40%, which is currently being viewed by the travelling public, can be revised downwards to portray a more favourable image of the Fiji civil aviation system. ICAO targets that States complete this work by 2013.

Fiji has filed a number of differences and the reasons for doing so ranges from either it is not applicable, there are alternative means in place, will be implemented at a later date or risk for not implementing the SARP is adequately mitigated. The list of differences notified and filed by ICAO will be updated on the ICAO USOAP CMA website (EFOD module).

### State Safety Programme (SSP)

The government has recently promulgated the amendments to the Civil Aviation Authority Act to include the establishment of the State Safety Programme (SSP) by the State. The SSP Document is currently being finalised and will be posted on the CAAF internet.

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### Electronic updating of ICAO USOAP Audit Findings and Differences on line with ICAO

The Authority team of CGS, QAM and LEM attended the ICAO workshop in Bangkok this year to learn the new on-line system that will be used by ICAO to monitor and measure the effectiveness of the states safety oversight systems against the ICAO eight critical elements. Large amounts of safety information had been gathered and collated by ICAO for each States under its Universal Safety

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## Chief Executive's Message cont...

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An integral part of this requirement is to mandate the need for Operators/Service providers to establish Safety Management System (SMS) and implement a system of monitoring and measuring safety performance and safety targets and to share the same with the Authority. SMS once fully operational and mature could then become the primary basis for making safety decisions.

Many operators have either formally or informally contacted the Authority enquiring about how they can obtain a longer validity period for their aviation document. The Authority can and will consider extending the validity of aviation document, provided the operator/service provider demonstrates that it has a fully functional and mature SMS. Our team is now evaluating the extent of SMS implementation and maturity of each aviation document holder. The assessment focuses on all SMS components and their respective elements which are but not limited to the following:

1. Safety policy and objective
2. Safety risk management
3. Safety assurance
4. Safety promotion

### Automatic Dependent Surveillance – Broadcast (ADS-B)

The Authority and Airports Fiji Limited Joint Surveillance Facilitation Team (JSFT) has completed another review of AFL's readiness to support the safe introduction of ADS-B in Fiji's domestic airspace. Based on their review, the JSFT reported that the technical readiness and commissioning will be completed soon.

Some operational challenges have been identified and corresponding mitigating enablers are being considered. A safety case will be put together by the JSFT to support the ADS-B implementation plan. The JSFT report indicated that it is likely

that the Go-Live date for the ADS-B in Fiji may take place earlier than expected. Should this occur, the ADS-B aircraft equipage date could be brought forward depending on the safety case.

The Authority has renewed its commitment and released a revised ADS-B Exemption to include the list of aircraft currently in operation. This was issued on the proviso that the aircraft certificate of airworthiness that will expire in 2013 will only be renewed after Authority receives a commitment date for aircraft equipage before 31 December 2013. No Certificate of Airworthiness for Fiji registered aircraft will be renewed beyond 2013 unless it is fitted with ADS-B. An airspace mandate will be introduced once air/ground ADS-B system is fully functional and operational and there will be operational penalties for those aircraft who does not have ADS-B fitted.

### Service Charter

The CAAF internal quality system under its ISO 9001/2008 requirements conducts a six monthly review of its service charter. In the Jan – Jun 2012 review, CAAF achieved 90.44% compared to the targeted service delivery of 93.15%. The shortfall is attributed to the delays by CAAF and inaction of stakeholders.

The CAAF delay is within the Authority's control and internal continuous improvements have significantly reduced the CAAF delays from 11.53% in 2009 to 3.08% in June 2012. The delay caused by operators, is beyond the CAAF control and was 6.48% similar to the previous reviews. This shortfall is due largely to lack of awareness of Fiji requirements or decisions by operators to capture business opportunities and bring in equipment without having proper documents or the equipment does not fit into Fiji's operational environment.

Stakeholders are urged to familiarise

themselves with the Fiji laws and standards and submit applications and documents that meets these requirements to assist CAAF in processing the required documents quickly.

### Certification of Security Screeners

The Authority has completed the first 12 months of implementing the certification of screeners' programme. Although some challenges were encountered, the Authority is pleased with the way the industry had responded to the new requirement. Renewals of Screeners certificate is now progressing. The Authority will be reviewing the effectiveness of this process to determine whether or not additional enhancements are needed to support the effective implementation of this requirement.

### 2013 Regulatory Service Work Plans

The Authority thank the Operators/Service providers who have responded to the Authority's letter regarding your plans for 2013. Your plan will be provisioned in the CAAF work plan for 2013 which we will soon finalise. Based on the responses received, the authority is positioned to absorb the major undertakings for 2013 which currently includes the A330 introduction for Air Pacific.

Unplanned work and operations such as introducing new aircraft will have to be facilitated based on availability of resources as and when it occurs in 2013. Such work will require adequate advance notice to ensure that the Authority services are provided without delay. CAAF would be requesting that aircraft owners and operators meet with CAAF early and establish a project plan for new aircraft and/or operations introduction so that key tasks requiring Authority support are identified in advance and provisioned in the Authority work plan. The Authority thanks all stakeholders for maintaining safety in the public interest ■

## ALCOHOL AND KAVA CONSUMPTION AND MEDICAL AVIATION SAFETY

Alcohol and kava are legal recreational drugs that are used by many people. While alcohol and kava can be consumed and enjoyed in a way that does not jeopardise aviation safety, it is also possible to engage in patterns of alcohol and kava consumption that are not safe.

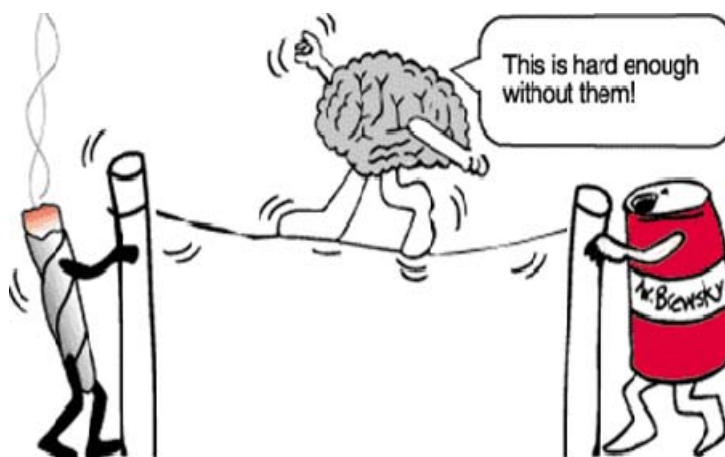
### WHAT BLOOD ALCOHOL LEVEL OR KAVA CONSUMPTION LEVEL IS OK FOR FLYING?

There is no measurable level of blood alcohol that is safe for aviation. Any elevation of your blood alcohol level is associated with a reduction in your performance and capabilities (impairment), and so reduces your ability to fly safely. Likewise there is no formal way to measure kava intoxication levels.

Be that as it may, Regulation 72 of the Air Navigation Regulations 1981 requires any person, acting as a crew member of an aircraft, to not take or use any alcoholic drink, sedative, psychoactive substance (including kava), narcotic or stimulant drug or preparation within 12 hours prior to the commencement of the flight and no such person shall, while so acting, take, use or be under the influence of any alcoholic drink, sedative, psychoactive substance (including kava), narcotic or stimulant drug or preparation. This includes every holder of a licence granted or rendered valid under Regulation 53 of the Air Navigation Regulations 1981.

There is no legislated time period, after drinking alcohol or kava, (including the aforementioned 12 hours) where you can rely on being safe for aviation. While having a zero blood alcohol level is essential for aviation safety it is also possible to have such a level and still be unsafe due to other effects of alcohol, including a *hangover*. Kava use also has side effects that can be unsafe.

Some operators attempt to encourage safe alcohol consumption patterns in their aviation personnel through having 'bottle to throttle' policies.



To consume alcohol or kava and fly safely it is necessary to:

- Drink very moderately at all times;
- Not fly under the influence of alcohol or kava, even when you feel fine but still have an elevated blood alcohol level;
- Not fly if you are subject to any adverse effects of alcohol or kava, even if your blood alcohol is likely to be at a zero level;
- If there is any doubt or question at all, concerning your al-

cohol-related or kava-related safety, then choose the safe option and don't fly until you can be entirely confident that you are 100% safe.

### DOES THE AUTHORITY PULL MEDICAL CERTIFICATES IF YOU GET A DRINK-DRIVE CHARGE?

The Authority considers a drink driving episode to be a warning or 'red-flag' for the possibility of unsafe drinking habits. As such a drink driving episode, whether or not a conviction ensues, is considered to be a serious matter in respect to aviation safety.

Upon becoming aware of a drink driving episode, the Authority usually will seek further information in an effort to clarify the applicant's drinking habits and to ensure that they are safe. Depending on the nature, recency, and frequency of any drink driving episodes the Authority may seek:

- Further information to confirm the number and nature of drink driving episodes, or other alcohol-related matters that may suggest the potential for unsafe drinking behaviours;
- Clinical assessment of the applicant by an Approved Medical Authority, an addiction medicine specialist, or another health practitioner;
- Blood / urine tests;
- Information from other people.

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## ALCOHOL AND KAVA CONSUMPTION AND MEDICAL AVIATION SAFETY cont...

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The Authority may also suspend / disqualify a medical certificate or impose conditions on a medical certificate while the further information is being sought.

Once the further information has been received, a variety of options are possible, ranging from no further action against the medical certificate through to suspension / disqualification.

### HOW BAD DOES DRINKING NEED TO BE FOR THE AUTHORITY TO SUSPEND A MEDICAL CERTIFICATE?

There is no easy answer to this question. Each case is assessed on its individual merits, and the following can be said:

- Higher levels of alcohol or kava consumption are generally less safe;
- More recent adverse alcohol-related events (e.g. drink drive conviction) are generally less safe;
- More frequent adverse alcohol-related events are generally less safe;
- Alcohol-related changes (e.g. in blood test results) or alcohol related diseases or Kava-related changes (e.g. in test results) or kava related diseases are generally considered to be less safe.
- An isolated drink-drive conviction is unlikely to result in removal of medical certificate privileges unless there are other factors suggesting the offence is actually 'the tip of the iceberg' of an unsafe drinking pattern of behaviour. At the other end of the spectrum, an alcohol dependant

person (*alcoholic*) is unlikely to be returned to flying until after they have completed a rigorous treatment program, and an adequate period of time has elapsed without their consuming alcohol. Even then they will be monitored very closely upon their return to flying.

### I CAN CONTROL MY DRINKING BEHAVIOUR

Most people drink moderately, or not at all, and are well able to control their drinking behaviour. However, people with more serious drinking problems have often lost a lot of the control they need to maintain safe drinking patterns. This loss of control is a feature of many drinking and other drug use problems.

It may be possible for people with milder drinking problems to modify their behaviour and adopt safer, more controlled, patterns of alcohol consumption. The Authority does not view controlled drinking as being an adequately safe method of managing the more severe alcohol related problems and will usually require inpatient rehabilitation programs and ongoing abstinence before considering such applicants for medical recertification.

### BUT I'M NOT AN ALCOHOLIC?

There are many patterns of alcohol use that are unsafe from an aviation perspective but would not result in the person being labelled as alcohol dependent or *alcoholic*. The Authority is concerned with all patterns of drinking that reduce safety, not just those of alcoholics.

### LOOKING AT THE LAWS ICAO Annex 1 Personnel Licensing

6.3.2.2, 6.4.2.2, 6.5.2.2, *The applicant shall have no established medical history or clinical diagnosis of:*

B) *a mental or behavioural disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;*

### Fiji ANR 72 - Use of intoxicating liquor, narcotics or drugs

1. *No person shall act as a crew member of an aircraft if such person has taken or used any alcoholic drink, sedative, psychoactive substance (including kava), narcotic or stimulant drug or preparation within 12 hours prior to the commencement of the flight and no such person shall, while so acting, take, use or be under the influence of any alcoholic drink, sedative, psychoactive substance (including kava), narcotic or stimulant drug or preparation.*
2. *Every holder of a licence granted or rendered valid under regulation 53 shall not take or use any alcoholic drink, sedative, psychoactive substance (including kava), narcotic or stimulant drug or preparation within 12 hours prior to the commencement of his or her duties and no such person shall, while so acting, take, use or be under the influence of any alcoholic drink, sedative, psychoactive substance (including kava), narcotic or stimulant drug or preparation".*

### Fiji AIC 08-01 - Medication, Alcohol and Flying

A 4 page document available on [www.caaf.org.fj](http://www.caaf.org.fj) informing on the effect of medication and alcohol of flying ■

Sourced from CAANZ CAA MIS

## FCAIR

FJI CONFIDENTIAL  
AVIATION

INCIDENT REPORTING  
FORMS AVAILABLE ON WEBSITE

[www.caafi.org.fj](http://www.caafi.org.fj)

OR FRONT DESK, CAAF HQ



## IMPORTANCE OF REFRESHER TRAINING

Without some periodic refresher to the constant hazards that exist in the workplace, apathy increases and the odds of an accident happening also increase. Workers may not always understand the significance of safety/security training or might even think that it is not required as they have “been doing it for years”. It is vital for all workers to understand the purpose of training sessions, why it will be useful to them and what can happen when safety/security rules and procedures are not followed.

No matter how much you think you know about a subject, there are always opportunities to learn more. When you learn something the first time, you have no context in which you can put that information into perspective. When you retake a course or seminar you are bound to learn something you didn't the first time. Think about “the rule of seven”: with each exposure to a product, supplier or class you start to absorb more. The Rule of Seven is an old marketing adage. It says that a prospect needs to see or hear your marketing message at least seven times before they take action and buy from you.

The Aviation Security and Facilitation Department has developed and established the Fiji National Civil Aviation Security Training Programme which contains the training policy for staff who are involved in aviation security duties. Each organization charged with the development and implementation of aviation security training programmes shall ensure after completion of the initial training that refresher training is also carried out. The refresher training is an on-going process to ensure that personnel involved in aviation security are suitably trained to effectively discharge their responsibilities during normal operating conditions and are capable of implementing expanded security measures to meet any increased threat situations.

The refresher training is also important to ensure staff are kept fully up to date

in terms of knowledge, skills, abilities and preparedness. It is also very important to ensure that the refresher training is current and suitable for present needs and also capable of covering increased threat levels. The refresher training should be reviewed on a frequent basis and supervisors and managers should receive timely training to keep abreast of developments in the field while broadening their knowledge base. In scientia fortitudo. In knowledge lies strength ■

*Article By AVSEC Department*

### CONSIDER YOUR FOOTWEAR



Spanish cave drawings from more than 15,000 years ago show humans with animal skins or furs wrapped around their feet. The body of a well preserved “ice man” nearly 5,000 years old wears leather foot coverings stuffed with straw. Shoes in some form or another, have been around for a very long time. The evolution of foot coverings, from the sandal to present day athletic shoes that are marvels engineering, continues even today as we find new materials with which to cover our feet.

Most airlines today, whether large or small, display their individual branding by way of a uniform that is worn by the “frontline” staff, pilots and cabin attendants. Associated with the uniform is the foot wear which is typically closed shoes. While most air travellers may consider shoes as in part enhancing the appearance of the person wearing them, there is also another sound reason why pilots in particular should wear them and this is to ensure the safety of the aircraft. Directional control of the aircraft on the ground and yawing in flight is dependent on the rudder pedals which are moved by the pilot's feet.

Over the years aviation safety magazines have included articles about aircraft mishaps which have been attributed to

pilots wearing unsuitable foot wear, for example loose fitting thongs, flip flops or no foot wear at all !!! The problem with thongs and flip flops is that the soles are not secured to a person's foot as would be the case with a closed shoe. The soles of this type of foot wear are usually made of rubber or similar soft material and are only secured to the toes with the remainder of the sole being unattached to the foot and this can impede the movement of feet should the sole heel become obstructed during movement of the rudder pedals.

This is an important consideration for pilots who fly multi-engine aircraft because should an engine failure occur during any phase of the flight unimpeded feet movement is critical to arrest the resulting yaw and maintain control of the aircraft.

This consideration also applies to manoeuvring the aircraft on the ground and brake application which requires the use of feet. Instances have occurred in the past where aircraft have deviated from the runway during the takeoff or landing roll due to the impeded movement of the pilot's feet.

These considerations also apply to pilots of single engine aircraft however, pilots flying float equipped aircraft have the additional challenge of using foot wear that can be adapted for use both on land and in the water.

Carpeting is installed on the cockpit floors of most modern aircraft and manufacturer's are playing their part in improving safety by attaching a small aluminium plate or similar devices to the carpet surface aft of the rudder pedals to provide a flat, smooth surface and ensure that the movement of the pilot's feet is not impeded.

For safety's sake when flying, consider your foot wear ■

*Article By ASD*

## KNOW YOUR PILOT LICENCE

The Fiji Pilot Licence has evolved over the years to accommodate changes in ICAO requirements, Fiji Legislation as well as to keep up with international standards on document security and with the times.

Further changes can be expected over the next several months.

### LICENCE COVER PAGES

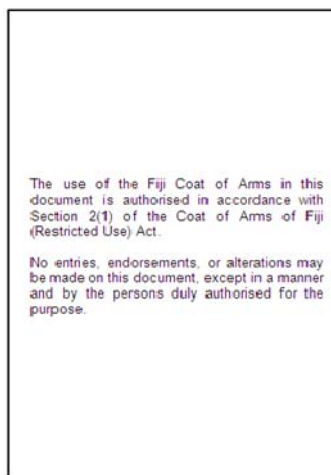
The CAAF licence cover page is colour coded to match the type of licence issued. The licence cover page colours range from Yellow for Flying Training

Every Pilot Licence issued by CAAF contains a standard set of pages that makes up the document. Most of the pages should be already familiar to current licence holders. This article attempts to formally explain and clarify the purpose and content of each of the pages within a licence so to ensure better understanding.

All pilot licences will typically contain the following pages. If your licence does not contain any of the pages mentioned below, you will need to contact the CAAF Air Safety Department Licensing Section on 6721555 Ext 3367 for clarification ●

Permits, Brown for Private Pilot's Licence (Aeroplanes), Blue for Commercial Pilot's Licence (Aeroplanes) and Dark Green for Airline Transport Pilot's

Licence. There are also different colours for the other types of pilot licences.



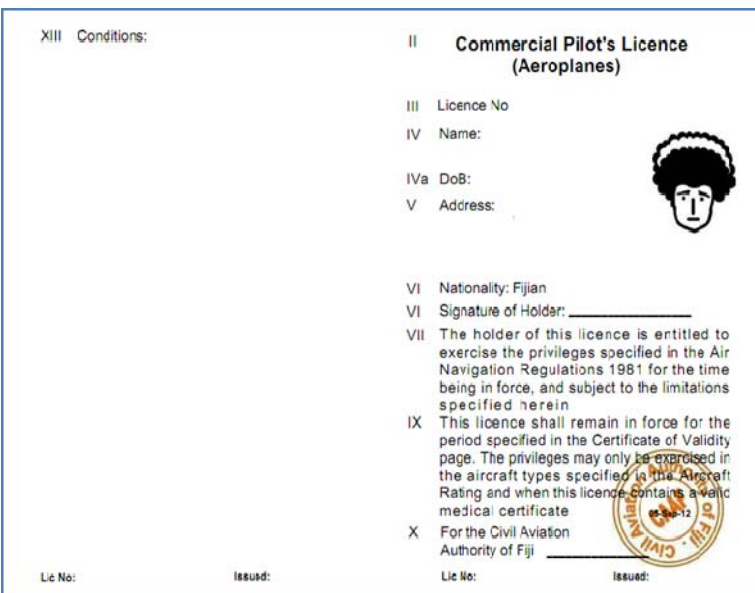
The licence cover page as of March 2012 contains the CAAF Logo as well as the Fiji Coat of Arms and associated text respectively. The inside of the front and rear cover pages has standard text that includes a requirement to sign the licence on first receipt and that no entries, endorsements, or alterations may be made on the document, except in a manner and by the persons duly authorised for the purpose ●

### BASIC LICENCE TITLE PAGE

The Basic Licence Title Page indicates the type of licence, the personal particulars of the holder such as full name as per passport or birth certificate, address,

date of birth, and nationality. This page also contains the photo of the licence holder. The standard text on the page identifies that the holder of the licence is

The privileges may only be exercised in the aircraft types specified in the Aircraft rating and when the licence contains a valid medical certificate. The page contains a signature section to be signed by an Authority designee as well as a CAAF stamp for authentication. On being issued with the Licence the holder must sign their name in ink in the space provided. On the back of the page is provision for conditions/limitations. An example of a limitation that would go on this page is for over 60 year pilots:



entitled to exercise the privileges of the licence specified in the Air Navigation Regulations for the time it is in force and subject to any limitations specified within. The page also states that the licence will remain in force for the period specified in the Certificate of Validity.

*In accordance with provisions of ICAO Annex 1 Personnel Licensing, the holder of this licence is not permitted to act as pilot-in-command of an aircraft engaged in international commercial air transport operations except in multi-crew operations only and where the other pilot is younger than 60 years of age ●*

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## WHY BREAKFAST IS SO IMPORTANT

Breakfast replenishes the fuel that your body uses up while you sleep — it is, as its name betrays, a break from an overnight fast we have to refuel to be able to function in a healthy and most optimal way.

### Feed your Brain

Your brain doesn't have a storage place for fuel, so it's particularly affected by a lack of food. If glucose, your brain's fuel source, isn't re-filled after a night's sleep, your brain can't function at an optimal level. It's like running a car on empty.

It's not just a theory. By not having breakfast will decrease ability to remember or slower your recall memory compared with people who ate breakfast. While these may seem like minor tasks, the ability to remember is key to performing well at home, work, or anywhere. You will either be increasing or improving your brain functions, such as the ability to pay attention and to concentrate, with eating breakfast.

We all have heard that breakfast is the most important meal of the day, yet it's much easier to skip than dinner -- which is what you eat before collapsing at the end of a long day. But it's totally true!

Just in case you need a reminder as to why you should wake up and nourish your body, here are **10 reasons breakfast really is the most important meal of the day.**

#### **1. Because It's Been Way Too Long Since You've Last Eaten**

If you miss breakfast, you could go up to 18 hours without putting anything in your body. That's unhealthy for everyone, but especially growing children.

#### **2. Eating Breakfast Gives You Focus**

You need a healthy breakfast for that energy burst that makes your brain work properly. Whether you're at work or taking a test, it's crucial that your thinker is fed.



#### **3. If You Skip Breakfast, You'll Make Bad Choices**

Not starting your day off right with a healthy, filling breakfast leads to bad decision making food-wise for

the rest of the day. You're more likely to pick up unhealthy foods that you can get fast if you're in a state of semi-starvation.

#### **4. Breakfast Kick Starts Your Metabolism**

Eating breakfast is what gets your metabolism going for the day, and helps your body regulate your food intake -- and weight.

#### **5. Because Breakfast Foods Are Awesome**

What other time of day can you enjoy pancakes, bacon, muffins, or fantastic hot cereals? Breakfast foods are seriously the best of the day.

#### **6. Breakfast Puts You in a Good Mood**

Eating breakfast makes you less irritable. You need those blood glucose levels to even out, and your breakfast is the

meal for that particular job. Healthy blood glucose levels mean you won't be so cranky.

#### **7. Breakfast Sets the Tone for Your Day**

Which is why you don't want to race out the door without anything in your stomach, past your family members, and not connecting. You're going to feel rushed and empty the rest of the day.

#### **8. People Who Skip Breakfast Are More Likely to Be Overweight**

See #3 and #4.

#### **9. Because It's the Best Time of Day to Drink Coffee**

If you indulge in coffee or other caffeinated drinks any time other than the morning, you risk not getting enough sleep due to an interrupted sleep cycle. So use breakfast as your excuse to enjoy those lattes and cappuccinos.

#### **10. Breakfast Food Is Inexpensive**

Unlike a steak dinner, breakfast foods cost much less than other meals of the day. So eat up without worrying about your pocketbook! ■

CAAF's Standards section 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 Quality Assurance Manager on 6727429, dropping it in the feedback box in the foyer of CAAF HQ, or emailing to [standards@caaf.org.fj](mailto:standards@caaf.org.fj).

Your suggestions for improvements to this publication are also invited. CAAF also invites you to submit valuable information or articles that you would like to have published through this bulletin for the benefit of readers. Your name will be appropriately acknowledged. Please use the email address stated above.