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AVIATION SAFETY BULLETIN

A Publication of:

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CHIEF EXECUTIVES MESSAGE

CONNECTING NATIONAL CIVIL AVIATION INITIATIVES TO GLOBAL STRATEGIES

Aviation is rapidly expanding globally and is providing air transport across international, regional and within national boundaries. ICAO now aims to provide "one sky" globally having a seamless, interoperable, safe, secure, and environmentally friendly operating environment. This growth is attributed to improved civil aviation systems that were brought about by technological advancements and policy standardisation.

Consequently, this has realised significant improvement in safety, security and efficiency of air transport systems. A passenger in one part of the globe can now travel by air to another remote part of the globe and expect a consistent safety standard. We cannot deny or compromise that trust.

In view of these developments, the international aviation community agreed that a global solution is necessary to further facilitate aviation growth at a sustainable rate, given the varied political, technical, commercial, safety, security, environment and other challenges etc across the globe.

To manage these challenges, the ICAO, in the last two decades published and constantly updated the Global Aviation Safety Plan (GASP) and Global Air Navigation Planning (GANP) to provide a common baseline for global, regional and national planning. To complement these plans, ICAO has also developed the Comprehensive Aviation Security Strategy (CASS).

These plans were put together in a cohesive and coherent manner and evolved through collaboration and consensus between aviation stakeholders under the leadership of ICAO, to meet ongoing challenges and the needs of civil aviation. Performance or risk based approach is one of the key principles in these plans.

The plans were revised and updated during the ICAO high level safety and security conferences and air navigation conference and then tabled at the ICAO Assemblies for endorsement. The most recent revisions to these plans will be presented at the 38th ICAO General Assembly in September this year, for endorsement to address the immediate and future aviation challenges.

A major change to the GANP is the introduction of the Aviation System Block Upgrade (ASBU) . The ASBU is the new ICAO planning tool to manage Air Navigation system infrastructure upgrade. ASBU offers a greater degree of predictability and flexibility to States and ANSP to upgrade their aviation systems and infrastructure according to their needs in a scalable manner.

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Chief Executives message cont….

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In Fiji, the stability and upgrade of air transportation equipment and infrastructure has become the focus of the government's investments' initiatives given the prominence of air transport to the tourism industry. The recent decisions by Air Pacific Ltd to upgrade its fleet to new and more efficient aircraft and Airports Fiji Ltd to modernise air navigation and airport infrastructure and offer efficient air traffic management solutions are testimonies to this fact.

However, it is acknowledged that major investments have to be fully justified and their expected safety, security and commercial, outcomes clearly defined, while taking into account our obligation to manage the Nadi FIR on behalf of ICAO. The ASBU offers the necessary framework and flexibility to guide investment decisions by States and ANSP with greater degree of predictability.

Fiji has implemented a number of ASBU Block 0 initiatives and has achieved 71% based on the ICAO assessment. These upgrades were necessary in order for Fiji to align and position the Nadi FIR for seamless and interoperable operation between adjacent FIR's managed by USA and Australia respectively.

Another major change by ICAO is the inclusion of a consolidated safety standards and recommended practice in a new Annex that will become Annex 19. This change will allow the aviation community to drive aviation developments and improvements under a common safety framework globally, using data that will be provided and managed nationally by States. This also supports the ICAO safety initiative to progress the implementation by States and the aviation community of a performance based safety environment.

In recognising the importance of air transport to Fiji, a more collaborative approach to aviation activities and safety is needed in order to realise its full benefits nationally. In this regard, Fiji has promulgated changes to the Civil Aviation Act in 2012 to implement ICAO requirement for a State Safety Programme (SSP) and publication of its State Safety Programme document.

The SSP complements the Safety Management Systems (SMS) of each aviation document holders. Its goal is to connect with and harness the outcomes of the SMS and collect and exchange safety data to guide the national civil aviation planning, risk management and mitigation process. The SSP law facilitates and provides the mandate for:

1. Safety Policy and Standardisation
2. Safety Monitoring
3. Safety Analysis
4. Safety Initiatives and implementation
5. Safety reporting

This year, the CAAF plans to initiate a detailed assessment of SMS of each aviation document holders. The objective is to review the SMS implementation and work with all industry partners to find an acceptable solution to address safety gaps. In cases where SMS is fully implemented, CAAF will also consider extending the benefits of SMS and offering rewards for safety achievements.

Ultimately, the aim of the exercise is to connect the industry SMS to the national SSP and mature the same to a level where Fiji can begin the free flow and exchange of safety information in a transparent and timely manner. Once we are able to build national safety database, we can begin safety trend monitoring and analysis at national level and improve our transparency and public accountability by presenting annual safety reports. This will also connect Fiji to the global safety management process and enhance our international safety image.

We look forward to your participation in this exercise to build a safe, secure and efficient aviation system in Fiji and in this part of the world. You will be advised when the exercise will begin for your organisation. ■

FCAIR

FIJI CONFIDENTIAL AVIATION INCIDENT REPORTING FORMS AVAILABLE ON WEBSITE

www.caaf.org.fj

OR FRONT DESK, CAAF HQ

AIRBUS A330 BECOMES FLAGSHIP AIRCRAFT FOR FIJI'S NATIONAL AIRLINE

A330 comfort, efficiency and reliability set the foundation for Air Pacific's new identity of 'Fiji Airways'.

Air Pacific, Fiji's national airline, has formally rolled out its soon to be adopted new 'Fiji Airways' identity after the arrival its first new A330-200 aircraft. Whilst the carrier will officially adopt the 'Fiji Airways' brand in June, the aircraft has began commercial services from April 2nd.

The aircraft is the first painted in Fiji Airways' striking new livery depicting traditional Fijian symbols of welcome, caring and connection of its people to their islands. The livery was designed by celebrated Fijian Masi artist Makereta Matemosi.

The aircraft is the first from an order for three A330-200 placed in 2011 to replace Air Pacific's B747s and B767s with newer, more fuel-efficient aircraft.

Airbus is the leading aircraft manufacturer with the most modern and comprehensive family of airliners on the market, ranging in capacity from 100 to more than 500 seats.

"We are determined to become the airline of choice in the South Pacific. Our distinctive livery conveys the warmth and hospitality of our home. Our passengers will experience superior comfort with our state of the art cabin products once we start commercial operations with the A330 in April, with even better features and products to be rolled out once we become 'Fiji Airways' in June. The A330 is the most fuel efficient aircraft in its category and allows us to optimise our network and modernise our fleet to ensure future growth," said Dave Pflieger, Air Pacific's Managing Director and CEO.

The A330 Family, which spans 250 to 300 seats, and includes Freighters, VIP, and Military Transport/Tanker variants, has now attracted more than 1,200 orders, with around 900 aircraft flying with some 90 operators worldwide. Ever since the original version of the A330-300 entered service, the hallmark has been its very efficient operating economics. Thanks to the introduction of numerous product improvements, it still remains the most cost-efficient

Airbus' A330 twin-engine wide body family has the versatility to cover all ranges from short-haul to true long-haul, with ideal sizing for point-to point operations. As a modern jetliner, the A330-200 series accepts the latest in-flight entertainment, including video-on-demand, mobile telephone and e-mail via satellite. Another advantage of the A330-200's fuselage is its large-capacity underfloor cargo holds, which accommodate industry-standard LD3 containers in side-by-side loading.. The A330-200 is well established with major carriers around the world, and has become a preferred aircraft for the growing low-cost long-haul market segment. Airbus' continuous investment in the A330 Family benefits the A330-200 series by lowering costs and improving operations.

This includes system upgrades and enhancements, the introduction of advanced navigation aids and new-generation flight instrumentation, and engine upgrades. Updated passenger cabin features developed for the A330 include state-of-the-art LED lighting, smoother contours with softened lines and new interior styling – all of which provide a lighter, brighter and more spacious interior. An increased maximum takeoff weight and with almost 250 passengers and carries an increased payload. This latest takeoff weight increase also will bring increased fuel efficiency, thanks to wing aerodynamic refinements and enhancements to the engines powered by RR Trent 700. With the introduction of numerous product improvements, it still remains the most cost-efficient and capable aircraft in its class is achieving average dispatch reliability above 99 percent. ■

(Source: Airbus Press Release)

RAMP INCIDENTS

Failure to follow procedure to secure containers resulted in this event :

Humans play a central role in ramp activities. They do a wide variety of jobs necessary for safe and efficient ramp operations. Occasionally, however, a worker does not or is not able to do his or her job correctly or in the required time. These human performance failures can result in a number of unwanted consequences, such as personal injury, aircraft damage, equipment damage, or flight delays.

Two major categories of human performance failures associated with ramp operations are errors and violations of company policies, processes, or procedures. We often refer to these violations as procedural non-compliance. Although errors are *unintentional* deviations from the expected action or behavior, the worker who violates policies, processes, or procedures, does *so intentionally*. Well-intentioned individuals often commit violations trying to finish a job, and not simply for comfort or to reduce workload. During ramp operations, there is an assumption that workers will follow the policies, processes, and procedures as written. When this assumption is broken, it places the whole basis of the safety system at risk.

In some cases, workers may commit violations because of factors dictated by his or her immediate situation, such as time pressures, insufficient staff, or unavailability of tools or equipment. In other cases, violations have become common practice and have become almost automatic. These routine types of violations have become the work group's normal practice, or norms — "everybody does it." Management knows about and unofficially condones routine violations, making these violations more of a management issue than an individual worker issue. In rare cases, a worker will break rules while disregarding the consequences. Event investigation data show that violations are often contributing factors to errors, but that sometimes errors and violations work together to cause an event. For example, a worker makes an error and then violates a procedure by not conducting a final check designed to find the error.

We must eliminate violations in order to ensure safe and efficient ramp operations—regardless of the type of violation.

Why a procedural compliance program is important :

- The basis of a ramp safety system is the assumption that workers will follow the ramp safety policies, processes, and procedures.
- The majority of ramp accidents and incidents involve some type of human error or violation, or a combination of both.
- Worldwide ramp accidents that result in aircraft/equipment damage cost approximately $5 billion annually.
- Procedural compliance leads to the increase of personal safety and efficiency of the ramp worker and to the reduction of ramp events.
- It has been found that violations were causal in 40% of maintenance-related events.
- A consistent procedural compliance program increases worker satisfaction through an increased perception of "fairness" in the performance evaluation process.

How to set up a procedural compliance program

- Develop and communicate a company policy that specifically states that personnel must follow all company and regulatory authority policies, processes, and procedures at all times.
- Develop and employ a reasonable, written company discipline policy to deal with procedural non-compliance and apply the policy consistently.
- Modify all company job descriptions to include procedural compliance as a job performance expectation, and use procedural compliance as one measure of management and worker performance.
- Develop and carry out human factors training specifically for front line supervisors. At a minimum, key topics should include:
  - Common routine and situational violations and the reasons they occur
  - The speed versus accuracy trade-off
  - Error principles
  - Task planning
- Investigate ramp incidents and accidents, identify the routine and situational violations that are causal, and develop corrective actions to prevent future violations.
- Develop and put into practice a procedural compliance audit program, such as the line operations safety audit (LOSA) for the ramp.

How to know the procedural compliance program works

- Injury rates decline.
- Aircraft and equipment damage decrease.
- Incident investigation findings with procedural non-compliance as a contributing factor decrease.
- Audit findings show a high level of procedural compliance.
- Worker satisfaction increases.

There are unlimited risks on the ramp. ■

(Article By Ground Safety Department)

WILDLIFE PROBLEM IN AVIATION

Sharing both the sky and the airport environment with birds and other wildlife has been a safety and economic concern to aviation industry around the world.
There are many factors effecting today's concern about wildlife and aviation safety, three of these factors are:

1. As Jet travel replaced the noisier and slower piston-powered aircraft, the chance of these jets colliding with wildlife increased.
2. Along with the change in mode of travel there has been an increase in air traffic worldwide, both military and commercial.
3. Natural habitat surrounds many modern airports and this habitat provides shelter, nesting area, and feeding areas for wildlife that is not usually present in the surrounding metropolitan area. These results in a majority of wildlife strikes occur within the immediate airport environment.

Improper landscaping can attract animals to the airport and create wildlife hazards, while proper landscaping can deter animals away. Some plants provide food or shelter for potentially hazardous wildlife and should be avoided, while other plants may repel wildlife. Habitat deterrence is an effort to create an environment around the airport that is unattractive to potentially hazardous animals.

Airport planning plays an important role in bird strike hazard reduction. Proper planning of an airport can help to recognize land uses on or near the airport site that can potentially attract wildlife. By controlling these land uses, bird strike hazard can be reduced. ■

This is the £25 million solution to the bird-strike problem?

(Article By Ground Safety Department)

GOOD AIRMANSHIP

FLIGHT OVER WATER

A. The weather over the sea can often be very different from the land.

B. When flying over water out of gliding range from land, everyone in a single-engined aircraft should, as a minimum, wear lifejackets. In the event of an emergency there will be neither time nor space to put one on.

C. In addition, take a life-raft; it's heavy, so re-check weight and balance. A life-raft is much easier to see and will help rescuers find you. It should be properly secured in the aircraft, but easily accessible - you will not have much time.

D. Make sure that lifejackets, survival suits and life-raft have been tested recently by an approved organisation – they must be serviceable when needed.

E. You are strongly urged to carry an approved Emergency Locator Transmitter or a 406 MHz Personal Locator Beacon and flares.

F. Remain in contact with an appropriate aeronautical radio station.

G. Know the ditching procedure.

H. Pilots and passengers who regularly fly over water are advised to attend an underwater escape training and Sea Survival Course.

PILOT FITNESS

Don't fly when unfit – it is better to cancel a flight than to wreck an aircraft or hurt yourself! Are you fit to fly? – Check against the 'I'm Safe" Safety poster and the list below.

I Illness (any symptom).

M Medication (your family doctor may not know you are a pilot).

S Stress (upset following an argument?).

A Alcohol/Drugs.

F Fatigue (good night's sleep etc.).

E Eating (food keeps blood-sugar correct).

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GOOD AIRMANSHIP cont...

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B. If you need to wear spectacles or contact lenses for flying, make sure that the required spare pair of glasses is readily accessible.

C. Wear clothes that cover the limbs and will give some protection in the event of fire. Avoid synthetic material which melts into the skin. Warm clothing should be available in case of forced landing – you can get very cold and wet on a mountain side.

D. Use the seat belts/harnesses provided for everyone's protection. Wear a helmet in open-cockpit aircraft.

PRACTICE – PRE-FLIGHT INSPECTION

A. Remove tie-downs, control locks, pitot cover and tow bar, then complete a thorough pre-flight inspection. Use the Check List unless you are very familiar with the aircraft.

B. Remember, magnetos are live unless properly earthed. Any damaged wiring may result in the engine suddenly bursting into life unexpectedly, especially if the propeller is moved. Take precautions such as closing the throttle, tightening the friction, and chocking the wheels before touching a propeller if you have to – and keep fingers away from the edges.

C. Determine visually that you have enough fuel of the right type. If necessary, use a dip-stick to check fuel levels. Personally supervise refuelling. Don't let anyone confuse AVGAS and AVTUR. Make sure the filler caps are properly secured. With the fuel selector ON, check fuel drains for water and other contamination. Be aware of the danger of static electricity during re-fuelling.

D. Check engine oil level and if necessary top up with the correct grade; do not over-fill.

E. If you find anything with which you are unhappy, seek further advice.

F. Check visually that the flying control surfaces move in the correct sense in response to control inputs.

G. Properly secure any baggage so that nothing can foul the flying controls. Beware of loose items, e.g. passengers' cameras

H. The law requires you must brief passengers on location and use of doors, emergency exits and equipment, as well as procedures to be followed in the event of an emergency. Personally secure doors and luggage hatches.

I. Confirm all seats are upright for take-off and properly locked in place.

STARTING ENGINE

A. Know where to find and how to use the aircraft's fire extinguisher, as well as the location of any others in the vicinity.

B. Never attempt to hand swing a propeller (or allow anyone else to swing your propeller) unless you know the proper, safe procedure for your aircraft and situation, and there is a suitably briefed person at the controls, the brakes are ON and/or the wheels are chocked. Check that the area behind the aircraft is clear.

C. Use a Check List which details the correct sequence for starting the engine. Make sure the brakes are ON (or chocks in place) and that avionics are OFF before starting engine(s).

TAKE-OFF

A. Never attempt to take off unless you are sure the surface and length available are suitable.

B. Visually check the approach (to both ends!) and runway are clear before lining up and taking off.

C. Choose an acceleration check point from which you can stop if the aircraft hasn't achieved a safe speed. If you haven't reached for example 2/3 of your rotate speed by 1/3 of the way along the runway, abandon the take-off!

D. In the event of engine failure after take-off, achieve and maintain the appropriate approach speed for your height. If the runway remaining is long enough, re-land; and if not, make a glide landing on the least unsuitable area ahead of you. It is a question of knowing your aircraft, your level of experience and practice, and working out beforehand your best options for various heights at the aerodrome in use. Attempting to turn back without sufficient available energy has killed many pilots and passengers. (One day, at a safe height, and in the training area with your instructor, try a 180° turn at idle rpm and see how much height you lose! – then remember you will probably have more drag, and have to turn more than 180º, in a real situation.)

LOOK OUT

A. Always keep a good look-out (and listen-out) for other aircraft, particularly over radio beacons and in the vicinity of aerodromes, Visual Reference Points, and navigation 'choke points' between hills and airspace restrictions. Gliders climb in the thermals underneath cumulus clouds, and cruise, often at quite high speed, between them.

B. The most hazardous conflicts are those aircraft with the least relative movement to your own. These are the ones that are difficult to see and the ones you are most likely to hit. Beware of blind spots and move your head or the aircraft to uncover these areas. Scan effectively, and remember faster aircraft may come up behind you.

C. Remember the Rules of the Air, which include flying on the right side of line features and giving way to traffic on your right.

D. If the aircraft has strobe lights, use them in the air. Especially in a crowded circuit, use landing lights as well.

Spend as little time as possible with your head 'in the office'.

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GOOD AIRMANSHIP cont...

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AIRSPACE

A. Do not enter controlled airspace unless properly authorised. You might have to orbit and wait for permission. Keep out of Restricted and Danger Airspace.

B. Pilots are always responsible for their own terrain and obstacle clearance.

EN-ROUTE

A. Log all important information, including heading changes with the time you make them.

B. Keep looking well ahead and around for indications of possible weather problems, such as cloud between you and the horizon making it appear lower. If you encounter deteriorating weather, turn back or divert early – well before you are caught in cloud. A 180° turn in cloud will not be as easy as in the skill test!

C. Do not attempt to fly between lowering cloud and rising ground. Many pilots have come to grief because a lowering cloud base has forced them lower and lower into the hills. You MUST avoid 'scud running'.

D. If forced into or above cloud, do not fly below your planned Safety Altitude.

E. Don't overlook en-route checks such as FREDA – fuel, radio, engine, DI and altimeter. 'Engine' should include a carb heat check.

DIVERSION

A. Unless you have a valid Instrument Rating, and are flying a suitably equipped aircraft, you must remain in sight of the surface. Before take-off, make plans for a retreat or diversion to an alternative aerodrome in the event of encountering lowering cloud base or deteriorating visibility. If cloud base lowers to your calculated minimum flying altitude, or in-flight visibility drops to 3 km, carry out these plans immediately. Turn back before entering cloud. Don't fly above clouds unless they are widely scattered and you can remain in sight of the surface.

B. Divert to the nearest aerodrome if the periodic fuel check indicates you won't have your planned fuel reserve at destination.

C. An occasional weather check from ATC is always worthwhile.

LOST

A. If you become unsure of your position, then tell someone. Transmit first on your working frequency. If you have lost contact on that frequency or they cannot help you, then change to 121.5 MHz and use PAN or MAYDAY, whichever is appropriate.

B. Few pilots like to admit a problem on the radio. However, if any 2 of the items below apply to you, you should call for assistance quickly, 'HELP ME':

H High ground/obstructions – are you near any?

E Entering controlled airspace – are you close?

L Limited experience, low time or student pilot (let them know).

P Position uncertain, get a 'Training Fix' in good time; don't leave it too late.

M MET conditions; is the weather deteriorating?

E Endurance – fuel remaining; is it getting short?

C. As a last resort, make an early decision to land in a field while you have the fuel and daylight to do so. Choose a field with care by making a careful reconnaissance. Do not take off again without the landowner's permission, inspecting the aircraft and take-off run carefully, and obtaining a weather update or further advice.

SPEED CONTROL

A. Good airspeed control can prevent inadvertent stalling or spinning, a major killer in aviation. It can also reduce the risk of expensive aircraft damage on landing.

B. When landing, aim for the flight handbook speed (or 1.3 times the stall speed with flap if none is published) over the threshold, and reduce speed in the round-out. If the head-wind is turbulent or gusty, add a margin of, say, 5 kt or half the gust factor, whichever is the greater. If your speed is high, the landing distance required is likely to be more than you calculated. Practise flying your approaches at accurate, calculated airspeeds.

C. A spin occurs when an aircraft is 'out of balance' at the stall, so always practise keeping the ball in the centre, and do not attempt to raise a dropped wing until all stall symptoms have been removed.

D. If you have not practised slow flight for some time, get an instructor to accompany you while you do so (at a safe altitude).

E. Do not exceed the limiting speeds for your aircraft. That includes maximum manoeuvring speed V_a.

F. Do not apply extreme control movements at any time.

G. In aeroplanes with fixed-pitch propellers, beware of maximum rpm. ■

ZAVENTEM HEIST: THE CHALLENGE OF MOVING HIGH VALUE SHIPMENTS BY AIR

The phone went as the news broke of the diamond heist at Brussels International Airport…

Detail and confirmed facts as to what actually occurred in Zaventem just before 2000hrs on 18th February are sketchy to say the least. Accordingly, any attempt to attribute blame would be unreasonable. That said there is every indication that the heist was professionally organized by an intelligent, sophisticated, well organized criminal outfit. It is also highly likely that the incident could further demonstrate the vulnerability of airports to the insider threat.

Eight armed gunmen, dressed to resemble police officers drove two dark vehicles – an Audi saloon and a Mercedes truck each with flashing blue lights – through the perimeter fence and sped up to a Helvetic Airways flight preparing to depart for Zurich. Brandishing their weapons, and in the slickest of operations, they held the crew and the security guard hostage whilst they offloaded 120 packages from the cargo hold which contained approximately $50 million worth of rough diamonds. The gunmen then made their exit the way they had arrived – through a hole in the fence. The heist was completed in minutes.

Diamond, precious gem, cash and other high value shipments have long been the target of organized crime. The Antwerp Diamond centre, from where the diamonds had been transported, had fallen victim to such an attack in 2003 when diamonds valued at twice the amount of the Zaventem heist were stolen. As good as the security at the Centre is now, the diamonds still have to leave the premises and whilst most people would be worried about the security en route to the airport, the gang seemed to identify the loading process, albeit airside at an international airport, as the Achilles heel of the operation.

Cargo heists are not uncommon. New York's JFK and Kuala Lumpur International Airport are two airports which have fallen victim in the past year. However, most heists are carried out at cargo warehouses rather than on the ramp. But the Zaventem attack does bear some resemblance to an attack at Schiphol in Amsterdam in 2005 in which men, wearing KLM uniforms and driving a stolen KLM truck, managed to get away with a struck load of diamonds bound for Antwerp. Some reports indicate that the heist was valued at $118 million.

The latest heist required pinpoint timing, almost impossible to achieve without inside accomplices or, at the very least, inside information. That would hardly be difficult to obtain given the raft of reports relating to airside criminal activity – luggage theft, pilferage, human trafficking, narco-trafficking – that is taking place at most of the world's major gateways. Where there are large numbers of jobs in which staff turnover rates are high and for which the financial remunerations are low, there will be plenty of people prepared to engage in illegal activities to supplement their incomes. And yet we spend, spend, spend on ways of screening passengers in ever more invasive ways whilst turning a blind eye to some of the fundamental fallibilities of our aviation system.

As I stated in my column last October, which was sub-titled 'Time to Focus on Airport Perimeter Security' in light of the disturbing number of incidents in which people had stowed away in wheel wells, or even on board aircraft, we tend to overlook the breaches of our outer cordons which take place on a daily basis.

If Zaventem teaches us anything, aside from the need to better know who we are trusting to work in sterile zones, it is that when security measures are compromised, and they will be, the speed at which we respond to that failure is the most important factor. It is not difficult to gain airside access with firearm. In airports where security guards are unarmed, if an armed individual instructs them to open the gate, they would be well advised to do so! The fact that the gunman gains airside access would not be a failure of security in itself, but a failure to sound the alarm thereafter would be.

So, OK, eight armed gunmen made it in through the fence at Zaventem….but, in this day and age of intelligent CCTV and sophisticated perimeter intrusion detection systems, how on earth did they make it out again before the authorities were able to react?

*(Source: Article **by Phillip Baum (Editor In Chief)** Aviation Security International January 2013 Issue*

AVIATION SECURITY FACILITATION DEPARTMENT'S COMMENTS :

Below are some of the issues derived from the above article that needs our consideration. Are the points below of any relevance to us at Nadi airport in Fiji?

i. Vulnerability of our airports due to the insider threat;

ii. Identify airside loading process as the weakest link in the security chain;

iii. They have airside accomplices;

iv. They have insider information;

v. Airside is a hub for criminal activity e. g, pilferage, baggage theft, drug trafficking

vi. Large number of personnel work in these area where staff turnover is high;

vii. Their financial remuneration is low;

viii. Engage in criminal activities to supplement their income;

ix. The conventional system continues to spend on pax security;

x. It is turning a blind eye on some of the fundamental fallibilities of our aviation system; and

xi. The failure of the system to respond to the crime on time

We leave it to the reader to apply the issues raised at (i) to (xi) to our local situation, and answer the question raised above. ■

ICAO—ASTP CARGO SECURITY COURSE

ICAO Aviation Security Training Package – designed for Cargo Security Operators

The International Civil Aviation Organization (ICAO) based Aviation Security Training Package (ASTP) Cargo Security Course was conducted by Aviation Security and Facilitation Department from the 8th to 12th of April 2013 at CAAF training room.

Similar Course was conducted in year 2009 for the cargo regulated agents. However with the request from the industry/stake holders this ICAO course was organized by CAAF and was delivered through the Aviation Security Facilitation Department Instructors.

The course objectives were as follows;

- Appreciate the purpose of security measures for the protection of cargo;
- Understand the nature of the threat;
- Apply security control to cargo consignments;
- Inspect, screen and search consignments;
- Ensure cargo facilities, vehicles, containers, and equipment are subject to security control;
- Apply appropriate response action relating to suspect cargo.

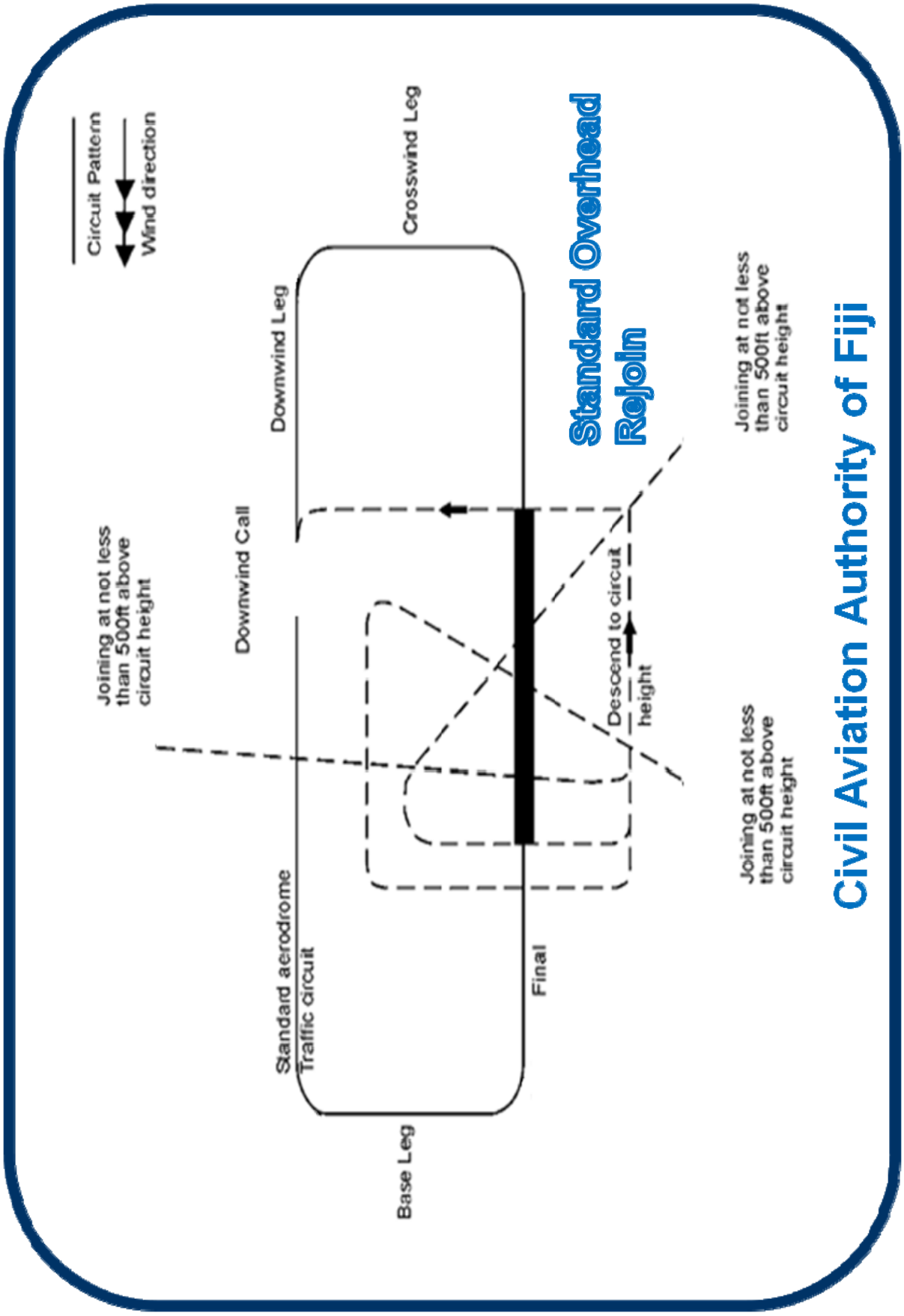
The course was attended by 21 participants from the following stakeholders, William & Gosling, Carpenters Airfreight, International Freight, DHL Express, DHL Global Forwarding, Air Terminal Services Fiji Limited, Corporate Freight, Gibson Freight, DHL Air Pacific Airfreight, Post Fiji and TNT.

The course was presented by series of lectures and presentations, hands-on exercise sessions. In addition, course participant were required to sit for a mastery test at the completion of each module. There were total of 10 modules.

At the end of the 5 days course the participant's achievements were exceptional. The course improved participants to acquire knowledge and develop new skills which will enable them to perform their duties and assist in carrying out the momentous and vital task of ensuring no act of unlawful interference is committed through the medium of cargo. ■

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.

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.


Circuit Pattern
Wind direction
Crosswind Leg
Downwind Leg
Standard Overhead Rejoin
Joining at not less than 500ft above circuit height
Downwind Call
Joining at not less than 500ft above circuit height
Descend to circuit height
Joining at not less than 500ft above circuit height
Standard aerodrome Traffic circuit
Final
Base Leg
Civil Aviation Authority of Fiji