AVIATION SAFETY BULLETIN

ISO 9001:2015 CERTIFIED

ISSUE 2 | 2020

An official publication of the Civil Aviation Authority of Fiji

SWIM | CHECKLISTS | PASO

COVID-19

AVIATION SAFETY RISK MANAGEMENT

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

AVIATION SAFETY RISK MANAGEMENT

SYSTEM WIDE INFORMATION MANAGEMENT

CHECKLISTS

PASO

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Cover Photo from CAAF ASB Team

AVIATION SAFETY BULLETIN

PUBLISHED BY THE :

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*

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Aviation Safety Bulletin Editor, CAA Fiji, Private Mail Bag NAP 0354, Nadi International Airport, Fiji ***or*** email: **info@caaf.org.fj**.

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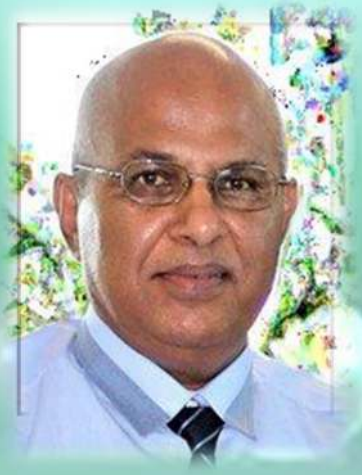
Aviation Safety Bulletin can also be downloaded from CAAF's website, **www.caaf.org.fj .**



From the Acting Chief Executive

As we approach the mid-year mark for 2020, what would have been a time of review and regroup for the second half of the year, has instead become a time of readjusting to a 'new norm'. The fluid nature of COVID-19 has made planning and execution nearly impossible, and highlighted the need for more adaptable strategies to better navigate these unchartered times.

COVID-19 has brought with it many challenges and opportunities. 'Challenges' to our ability to maintain and improve our service delivery and business continuity and to our expectations. 'Opportunities' in terms of pushing us all into exploring new ways of doing things so that we become a more sustainable industry.

Here at the Civil Aviation Authority of Fiji (CAAF), there have been many changes. Our operating hours have decreased from 5 days a week to 4 days a week and safety oversight by way of surveillance has been streamlined to take on a risk based approach with a resultant change in work plans. Capacity building through e-learning and web-conferencing are now more accessible and the past 3 months has seen an increased participation by the CAA Fiji in many ICAO Web-based meetings and seminars.

Since the outbreak of COVID-19 world wide including in Fiji, Government has implemented travel restrictions and partial border closures to contain the spread of the disease and promote the 'new normal'. There have been drastic changes in modus operandi where personal hygiene involving frequent washing of hands, use of sanitizers and physical distancing have become the norm. The closure of borders has resulted in severe financial hardship resulting in the subsequent furlough or termination of thousands of employees throughout the country. This trickledown effect of COVID-19 is visible and tangible.

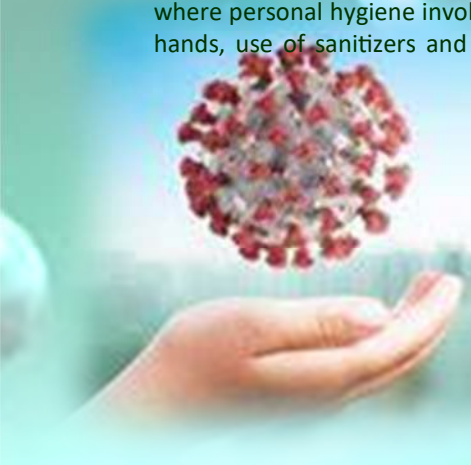
How quick Fiji recovers from the effects of COVID-19 is dependent on the reopening of borders and uplifting of travel restrictions, our biggest challenge remains preparing to restart a fledgling aviation industry on the verge of collapse. It will require sacrifice and commitment and I am confident that through a collaborative approach with all stakeholders, this will be possible.

The Aviation Safety Bulletin provides information on CAAF's role in ensuring the development and administration of a safe and efficient aviation system even during COVID-19. The circumstances surrounding COVID-19 are evolving and impacting the aviation industry in unprecedented ways. To respond effectively and in a timely manner to the epidemic, ICAO, World Health Organisation, government institutions, aviation safety/security and industry leaders have taken collective actions; sharing vital information and maintaining open channels of communication in an effort to contain the spread of the virus and promote public safety.

The Authority has worked closely with its stakeholders to implement procedures to ensure that airlines and airports adopt best practices to maintain aviation safety and support and protect the health and well-being of the travelling public.

The Authority remains committed to this objective and is optimistic that aviation shall rise again to take its rightful place in safe aviation, global connectivity and trade.

Ajai Kumar,
Acting Chief Executive



Aviation Safety Risk Management

DURING THE COVID-19 PANDEMIC

It has been said that "**A Safe aircraft is one that is not flying**".

With the current Global crisis that is happening, can we assume that all aircrafts grounded due the effects of COVID 19 are safe? To some extent it **IS** if seen from another view i.e. Operating Aircrafts have the Human Interface and this brings with it-Risks. Once we introduce the human element of interaction with an aircraft in operation and the different activities/personnel that are in direct or indirect contact with it, e.g. Engineers/Ramp agents/Cargo loaders/Refuellers/Pilots/ATC and Other Aircrafts then there is some element of risk introduced, however this is mitigated by a robust Quality and Safety Management system, Training including re-currency, Established SOPs and Auditing of the AOC/ANR145C.

In the following article we shall be examining the role that CAAF's **Airworthiness Team (AW)** of Inspectors are currently playing with regards to providing safety oversight for AOCs/AMOs in Fiji. The COVID-19 pandemic has almost singlehandedly decimated the Tourism/Aviation industry in Fiji. Demand for travel either domestic or international has dropped and forced AOCs to put in place countermeasures to combat the loss of revenue from their usual business model. Some of these measures are hereby listed:

1. Place some of their aircrafts into Parking or Storage status.

Is there a difference a layman might ask? The answer to that is, **YES**. According to the aircraft manufacturer **Airbus,** the difference really exists. Thus, when using these terms, some details should be taken into account, in order to avoid possible misunderstanding.

Aircraft Parking – up to Six Months

The plane-maker explains that usually a parked aircraft is taken out of service for up to six months. Airlines are usually parking their planes to "carry out the regular light maintenance needed to preserve a 'ready to go' state which allows a rapid return to service".

The parked aircraft should be flight ready. For this reason, when parking their planes operators can, for example, remove such items as batteries because these can be quickly reinstalled, but in general, they are restricted from removing aircraft parts.

Airbus noted that each week more than 100 planes are parked for over 14 days. Nevertheless, it is worth knowing that sometimes parking can take longer when a plane is coming out of a flight-ready condition.

Aircraft Storing – up to Two Years

The situation with planes in storage is a bit different. Airbus provides that a stored aircraft is not likely to face a rapid or unexpected return to service and could remain on the ground for up to two years.

"In these cases airworthiness can be maintained, but more preferable is a reduced maintenance schedule combined with preservation activities, such as sealing and greasing", the airframer explains.

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In the case of stored planes, major aircraft components such as; engines, APUs, flaps and computers could be re moved. Nevertheless, Airbus says that all these removals and other actions highly depend on the storage time. Thus, in the current situation it appears that most of the planes are parked. Many are also stored like the B737 MAX aircrafts.

CAAF's AW section has held consultative meetings with AOCs and have together identified whether the aircrafts are in short or long term storage and a strict adherence to all of the OEM's recommendations for the proper application of storage tasks to be undertaken. There is also some relief granted by CAAF AW section to AOCs for Clock Stoppage of Calendar Maintenance tasks falling due this period of storage. This saves the AOCs much needed cash reserves that could be utilised elsewhere instead of carrying out maintenance as per their approved schedules. The challenge will also be felt when these very aircraft are taken out of storage and undergo de-preservation maintenance checks.

2. Change of aircraft configuration from Passenger to Cargo Carriage

AOCs worldwide have taken this option to generate some much needed revenue and Fiji is no different. AOCs may undertake significant alterations to their business models in order to adapt. A safety risk assessment will need to be introduced as part of a change management process, to ensure those changes are managed effectively. A particular example of this is using the passenger fleet to meet the demand for Air Cargo services. Safety considerations have been analysed, using a Safety Risk Assessment, to ensure these operations are conducted safely and in line with Industry best practices. The CAAF AW team will conduct aircraft inspections to ensure that the Configuration changes are carried out as per the OEM's instructions.

3. Human Resources

Airlines worldwide including AMOs have had no choice but to implement immediate cost-saving measures in the form of Staff redundancies, Reduced hours, Leave without pay, Ban on overtime and recruitment and so forth. The follow-on effects of these measures has meant that for AOC/ ANR145C that are continuing to carry out maintenance on their fleet, a bigger challenge has emerged and that is-Risks associated with the Human Factor. For those familiar with Human Factor's training you would remember: **The Dirty Dozen**. The Dirty Dozen refers to twelve of the most common human error preconditions, or conditions that can act as precursors, to accidents or incidents. These twelve elements influence people to make mistakes. One of the 12 elements listed is **Distraction.** This is defined **as** anything that draws a person's attention away from the task on which they are employed. Loss of income for staff undergoing these cost saving measures with its related stressors e.g. mortgage/rent payments, living expenses can overwhelm certain individuals. If these individuals are involved in the maintenance of aircrafts then there is a risk element involved. Management including the Quality Assurance department have a key role to play in reducing the distractions placed on their employees. This should involve management of the environment, and procedures that create "safety zones", "circles of safety" or "do not disturb areas" around workers engaged in critical tasks. Creating an open door policy/having regular tool box meetings with staff to discuss any issues and allocating Critical tasks accordingly can mitigate the risks. Duplicate and Independent inspections must **Now** be utilised more than ever.

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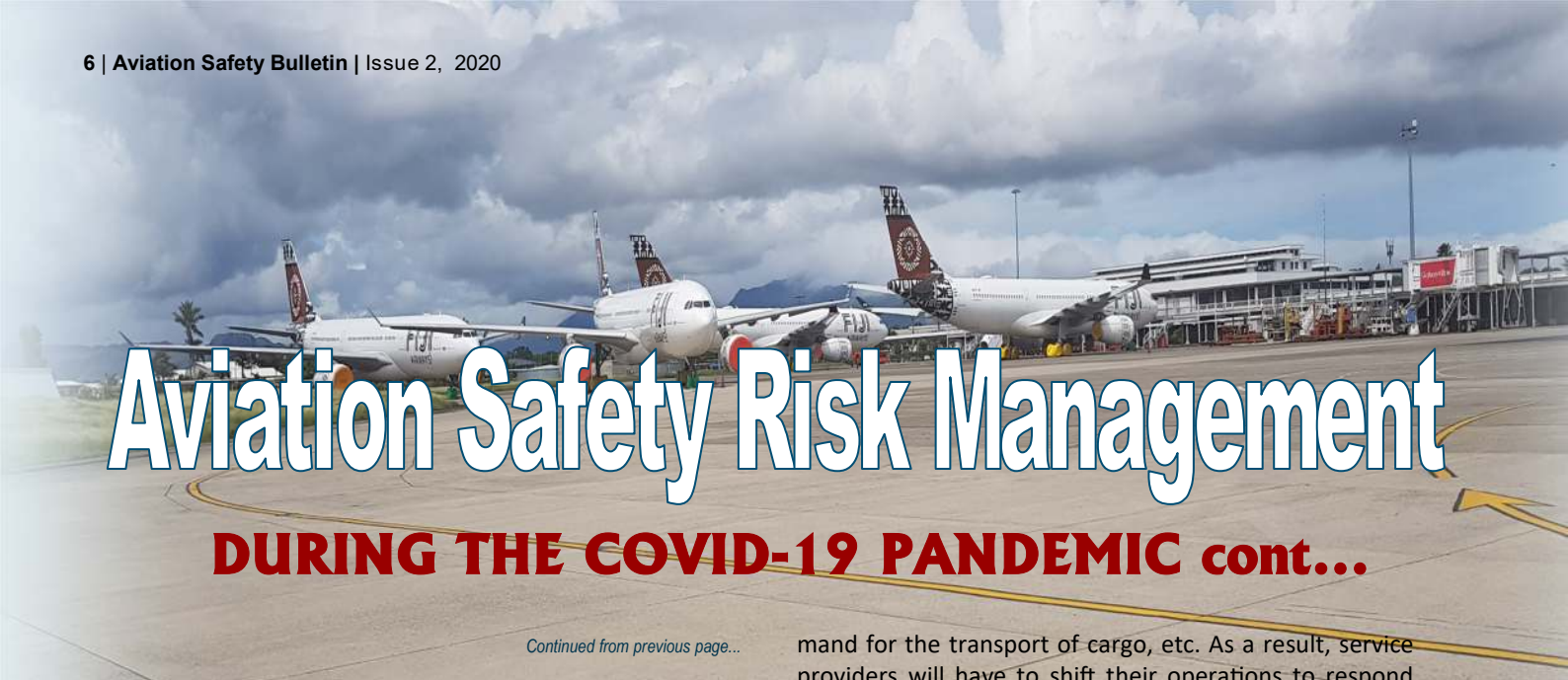

Aviation Safety Risk Management

DURING THE COVID-19 PANDEMIC cont...

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The CAAF AW Team will look at other avenues to apply safety management principles in dealing with COVID-19 as part of the CAAF's responsibilities. The International Civil Aviation Organisation (ICAO) guidelines will greatly assist us in these times. The decision-making process involves assessing the COVID-19 situation and the collection and analysis of available data and information within Fiji. The following provides a safety risk management approach using the plan–do–check–act (PDCA) cycle for managing aviation safety risks during the pandemic.

Figure 1 – Plan-Do-Check-Act Cycle (PDCA)

PLAN – Step 1

Assessing the priorities within the aviation sector (Step 1, 1.1)

Service providers will encounter different challenges and will need different strategies when dealing with the situation. The maturity of the service provider's safety management system (SMS) should be taken into consideration as this will affect its ability to identify, prioritise and manage its safety risks more effectively. Some operations may change due to travel restrictions, the increased demand for the transport of cargo, etc. As a result, service providers will have to shift their operations to respond (e.g. maintenance organisations will focus on storage and maintenance of parked aircraft). The existing surveillance plans should also be reviewed as many organisational and operational aspects of the service provider may have changed. The COVID-19 pandemic will also impact many aspects that should also be considered, such as safety culture, people's behaviour, the reporting system, budgets for training, SMS effectiveness, etc. This will require coordination with industry and a plan to prioritise activities as well as the CAAF's resources. The analysis of data collected, should be used to support the management of resources. The CAAF and service providers should establish a strategic plan with a timeline that supports the management of the next steps.

Planning for the restart of operations (Step 1, 1.2)

Even at an early stage, planning for the restart of operations will help to plan resources and manage the limited capacity of CAAF. This will require coordination and communication with public health authorities based on forecasts and projections. It would also be important to work closely with industry on their intentions for limiting and restarting operations so that it is planned and managed effectively. This would include determining what is expected of service providers for when restarting operations, which could include requesting a restart plan that would be agreed by the CAAF. Guidance should be provided on what documentation the CAAF would want to review. It is expected that service providers could use a combination of their emergency response plan (ERP) and their management of change procedures to restart operations.

DO – Step 2

Determining the specific aviation safety risks for the State (Step 2, 2.1)

The CAAF will apply a safety risk management approach, through the analysis of available data collected to understand the context, and specific hazards and risks caused by the pandemic on the aviation system. This should include analysing the hazards and safety risks related to the CAAFs capabilities and resources as well as those more specific to the industry.

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Where possible, the CAAF should carry out safety risk assessments to identify the more significant safety risks; identify when State action is needed; and to prioritise those actions.

Taking action to manage and mitigate unacceptable safety risks (Step 2, 2.2)

Once an understanding of the safety risks have been identified, the CAAF should decide on any actions it should take to manage those risks during the pandemic. This would not necessarily mean the use of exemptions. These actions could be to enable the acceleration of processes and prioritising CAAF work and resources (e.g. humanitarian and repatriation flights). It should also consider the risks of taking no action as this may have longer term impact during the restart activities. Having a better understanding of the safety risks will make it easier to prioritise surveillance activities and determine what can be postponed.

Identifying human factors and human performance related risks (Step 2, 2.3)

It is important to recognise that there will be a significant impact on the people working within the aviation community. This is likely to continue and possibly change once operations are restarted. The CAAF should address this risk with the senior management of service providers to determine how they are managing the impact on its people and the safety culture of the organisation. This includes the risk of errors due to distractions, stress, fatigue, staff or relatives who are sick, unfamiliarity with changing tasks, extended working hours, competing priorities, etc.

Developing an approach for evaluating exemptions, including the need for any appropriate risk mitigations (Step 2, 2.4)

The CAAF should establish a process for the review and acceptance of exemption requests, which should be based on safety risk management approach. Sector-wide exemptions could also be issued. This would need careful consideration as service providers will have unique activities and different safety risks. However, this may be beneficial for the CAAF as it may be useful for managing resources and movement restrictions. The CAAF will also consider the magnitude, nature and aggregated risk of accepting multiple exemptions from the same service provider or an organisation that holds multiple certificates. If the CAAF chooses not to allow exemptions, this may result in the lapse of licenses and approvals delaying the restart of operations by service providers, as training and recency requirements will need to be addressed.

CHECK AND ACT – Step 3

The CAAF will monitor the progress of the pandemic and the impact of mitigations taken by other State authorities on the aviation system. In addition, indicators should be established that are specific to managing the safety risks resulting from COVID-19 and the associated long-term impacts to the aviation system.

Monitoring exemptions and the effectiveness of safety risk mitigations in place (Step 3, 3.2)

This will require communication and coordination with industry stakeholders. This may include regular meetings to discuss proposals, and to share challenges and lessons learned. This should also include the agreement of proposed actions to measure and monitor the effectiveness of safety risk mitigations in place. This will support potential future extensions and eventual termination (upon restart of the aviation system. There should also be means to monitor exemptions to check that the expiry dates have not been exceeded and if the required safety risk mitigations are in place. This includes follow-up actions once operations have been restarted.

Monitoring of occurrences and trends (Step 3, 3.3)

This process will have a significant impact on how the CAAF manages occurrences and monitors them for trends, which may require a more detailed review of individual occurrences as trends may be misleading due to the change of operations. This may also delay the speed at which occurrences are reported to CAAF and closed by the service provider.

REPEAT THE PDCA CYCLE

Safety risk management is a continuous activity, making the the PDCA cycle useful throughout an infectious disease outbreak. During the evolution of this pandemic, risks will change and the initial plans and actions will need to be monitored to ensure that they remain current and appropriate. This may be as a result of new safety data and information becoming available. This could lead to adapting what is being monitored and result in different actions being taken. This also enables the lessons learned to be fed back into the safety risk management processes and activities.

Hopefully this article has shed some light on what the CAAF AW team of Inspectors have been doing during this COVID-19 pandemic. Please feel free to add comments/questions to the article by emailing the Authority■

SWIM

System Wide Information Management

Background

Due to forecast predictions of exponential growth in air travel, an exchange of Air Traffic Management information in the safest way possible among stakeholders will be more important than ever.

Despite technological advancements in the era of modern aviation there is still a heavy reliance on an outdated air traffic messaging system that was first developed by ICAO 50 years ago. Given the non-scalable and restrictive nature of the current messaging system, there was a critical need for new thinking and methodologies that complement the increasing levels of automation and technology in aviation today.

In this regards the automatic messaging system Automatic Messaging Handling System (AMHS) was conceived. The AMHS however was also found to have certain limitations that led ICAO to consider the Next Generation System – System Wide Information Management (SWIM).

Definition and purpose

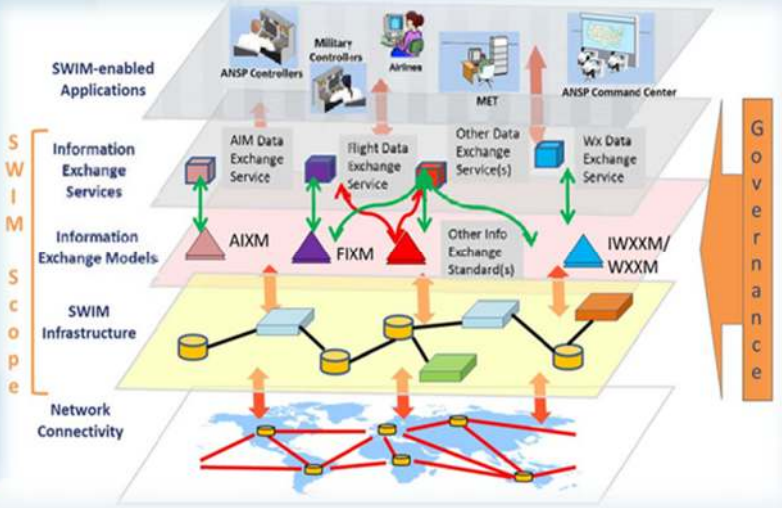
The System Wide Information Management SWIM concept, consist of standards, infrastructure and governance rules, support the increasing need for open and timely data exchange and is intended to replace the existing data exchange infrastructure.

The SWIM infrastructure concept is envisioned to overcome the current limitations in the existing operational environment in that it is:

- IP-based infrastructure enabling cloud environment.
- Better support for AIS, Met & ATM information exchange.
- Flexibility to information delivery through the use of XML, UML, and standardized data formats (AIXM, FIXM, IWXXM).
- Enhance information governance by separating information provision from its consumption.

By facilitating the exchange of ATM info between known parties, SWIM will complement human to human exchange with machine to machine communication, while improving data distribution and accessibility via interoperable services.

THE SWIM GLOBAL INTEROPERABILITY FRAMEWORK



The framework compromises of the following layers:

a) **SWIM enabled applications** of information providers and information consumers around the globe. These applications will ingest or provide data to information services that will enable users such as air traffic personnel and airspace users to interact.

b) **INFO EXCHANGE SERVICES** SWIM will enable the sharing of information services for both inter and intra ATM domains perform the required info exchanges.

c) **INFORMATION EXCHANGE MODELS** -The information exchange models is used to define the syntax and semantics of the information service payloads INFORMATION EXCHANGE MODELS.

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1) **AIXM** – The aeronautical information exchange model is designed to enable the management and distribution of aeronautical information services data in digital format. AIXM takes advantages of established information engineering standards and supports current and future aeronautical information system requirements.

2) **FIXM** – The flight information exchange model (FIXM) is a data interchange format for sharing information about flights throughout their lifecycle. FIXM is part of a family of technology independent, harmonize and interoperable information exchange models designed to cover the information needs of air traffic management.

3) **IWXXM** – The weather information exchanges models and schema (WCM-WXXM-WXXS) are designed to enable a platform independent, harmonize and interoperable meteorological information exchange covering all the needs of the air transport industry. When the 3-tiered model is referred to as a single entity, the term used is IWXXM.

d) **SWIM INFRASTRUCTURE** For sharing information provide the core infrastructure services such as Interface management, Security services and Enterprise Service Management.

e) **Global connectivity** will be accomplished by interconnecting the different network infrastructures of different stakeholders using the private/public Internet Protocol (IP) networks.

The currently identified Information exchange services of global interest pertain to aeronautical information, meteorological information, surveillance information and flight information.

Additional domain services and cross-domain composite services will likely be defined in the future. The most important task for SWIM implementing stakeholders is to agree upon a set of services for information exchange and the range of options that will be appropriate within each of these services and the standards for information exchange.

ICAO APAC ROADMAP IMPLEMENTATION

ICAO's end goal is for all ATM operational information be exchanged over SWIM.

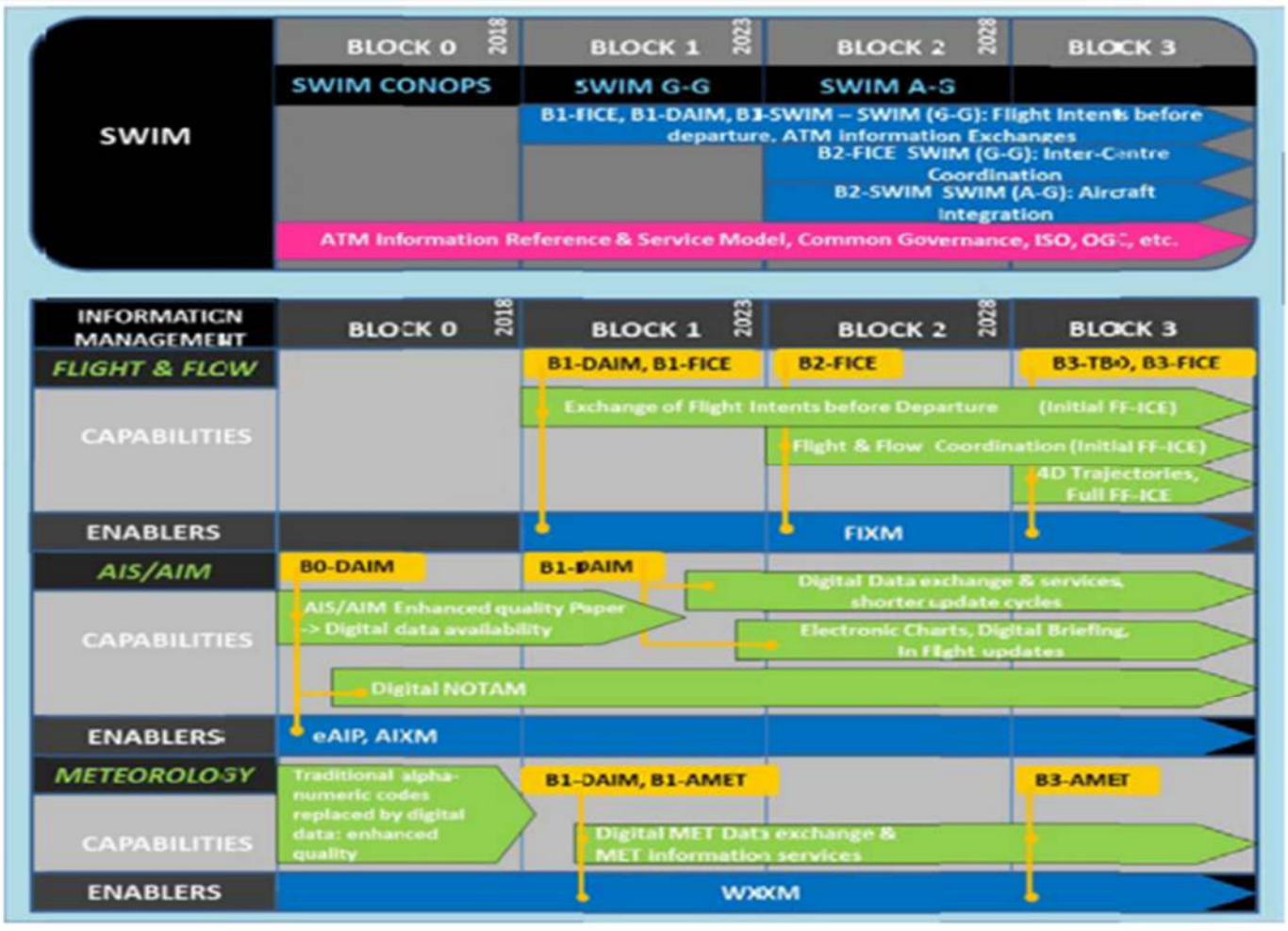

Fig ICAO GANP Roadmap on SWIM

SWIM cont....

System Wide Information Management

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The SWIM Manual Vol. II Implementation Guidance (Doc 10039) is currently being developed to provide top-level guidance on the principles and practical recommendations for the implementation of SWIM in the APAC region, by 2022.

The specific implementation targets requiring the use of specific SWIM models is.

1) **IWXXM** Dissemination of meteorological information in IWXXM form is applicable **from 5 November 2020**, with the discontinuation of meteorological information in traditional alpha-numeric code (TAC) form, by 2026.

2) **FIXM** Model Extension to support ATFM Operations and ATFM and A-CDM Integration.

   The APANPIRG 30 subsequently adopted the **FIXM 4.1 extension** under Conclusion APANPIRG/30/12 (CNS SG/23/6-SWIM TF/3/4) – Asia/Pacific FIXM Extension for ATFM, for immediate use by Asia/Pacific Administrations, where the capability to do so exists, for cross-border ATFM information exchange, and subsequently published on the FIXM website at https://fixm.aero.

3) **AIXM** – Target date in APAC for ATM systems to be supported by complete implementation of AIM Phase 3 using, at a minimum, AIXM version 5.1 where the regional implementation of AIM performance expectations should be no later than:

   a) Phase I (Consolidation), expected to be implemented immediately;

   b) Phase II (Going Digital), expected to be implemented by 7 November 2019, and

   c) Phase III (Information Exchange), expected to be implemented by 27 November 2025. ■

(Source: Information extracted from ICAO SWIM Manual Doc 10039 and IATA)

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

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LICENCING APPLICATION PROCESS

Office Number: (679) 892 3155 E-mail: info@caaf.org.fj

1 Formal Application

Applicant submits form with supporting documents and pays relevant fees.

*Application Forms can be accessed from our website www.caaf.org.fj or collected from the counter.

2 Application Evaluation

Form is checked for completeness, accuracy and payments, then assessed as per the Standard Document.

3 Licence Processing

Licence is processed and forwarded for endorsement.

4 Verification & Endorsement

Licence is verified and endorsed. Post procedures are conducted.

5 Ready for collection

Licence is issued to applicant.

CHECKLISTS

Image—Adobe Stock / RioPatucaImages

Throughout our careers we have always had lists; Flight Checklists, Lists of publications to read, Lists of jobs to do, Lists our wives, girlfriends, boyfriends, partners, etc have given to us. These lists are extremely important – not completing the tasks will result in a severe talking to at the very least! Mental lists of all previously mentioned lists; lists of things we wish we had done (or not done – see previously mentioned lists), and finally a list of stuff that we wish we had paid more attention to before the things on the list jumped up and bit us.

It is generally agreed that the three most useless things in aviation are (rearrange as you see fit):

1. Altitude above you.;
2. Runway behind you; and
3. Fuel burned.

You may not be familiar with a host of other useless things in aviation and things people wished they had done. The following list includes some of them, it's by no means extensive, they are the domestic section's thoughts.

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4. The airfield you didn't stop to refuel at because you had just enough fuel for the final leg and it's a pain doing a turnaround.

5. That out of date information you meant to throw away, those Route Supplements that have been in your Nav Bag for quite a long time are still valid, **aren't they?**

6. The latest set of amendments you meant to do to as soon as they were published, but you got distracted.

7. The sleep you did not get staying up until the small hours discussing Covid-19 or more probably, why you have not done all of the things on the list your significant other gave you.

8. A bad plan, it's just a transit back to Nadi, **what could possibly need planning in that?**

4. The approach plates you didn't bother to take because it's a sunny day and the ILS is always serviceable.

5. The AME you did not consult for your headaches, that annoying man flu bug that won't go away. It's okay, the flight today is Nadi - Nausori return and another sunny day, **what could possibly go wrong?**

6. The First Officer's concerns about the serviceability of the aircraft you did not listen to.

7. The time you saved by not checking the weather one last time.

8. The money you saved by not booking a hotel. Who needs uninterrupted sleep anyway?

9. The last check on finals to land that the landing gear really had gone down when you selected it.

And finally, a brilliant piece of mischief that was produced during the merger of BEA and BOAC to create British Airways.

British Airways Flight Operations Department Notice ... There appears to be some confusion over the new pilot role titles. The following will hopefully clear up any misunderstandings.

The titles P1, P2 and co-pilot will now cease to have any meaning within the BA Operations Manual. They are to be replaced by: Handling Pilot, Non-Handling pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Handling Pilot and Non-Handling Non-Landing Pilot.

1. The Landing Pilot is initially the Handling Pilot and will handle the take-off and landing except in role reversal when he/she is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot, hands the Handling to the Landing Pilot at eighty knots.

2. The Non-Landing (Non-Handling, since the Landing Pilot is Handling) Pilot reads the checklist to the Handling Pilot until after Before Descent Check List completion, when the handling Landing pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot.

3. The Landing pilot is the Non-Handling Pilot until the "decision altitude" call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go around', in which case the Handling Non-Landing pilot continues handling and the Non-Handling Landing Pilot continues non handling until the next call of "land" or "go around", as appropriate.

In view of the recent confusion over these rules, it was deemed necessary to restate them clearly. This then should eliminate any confusion.

Should you, the readers, wish to share any 'Gems' please feel free to share them with the Authority, please email them to the Domestic Section, Flight Safety Officer for consideration: Email; Faga.Timote@caaf.org.fj■

Making Travel Easier

Travelers Guide

Check-in counters at an airport are usually packed with passengers prior to departure of an aircraft and when one arrives late for his/her check-in, they can find themselves waiting in a long queue before heading to the check-in counter. This can be frustrating to some people who are already late or have had a bad day. And to make it even worse, being not able to take your favorite souvenir only to be informed that it is listed along with the things which cannot fly.

Security measures at an airport have beefed up when compared to the past. With simple measures such as being asked questions during check-in to undergoing screening before boarding the aircraft might seem too much to the general public. To make travel easier it is important to inform the passengers of the **do's** and **don'ts** during check-in and while passing through a security screening.

Some countries have the option which include off-airport check-in or kiosk check-in. These when informed to passengers and taken advantage off does not only saves time for passengers but also avoids long queues during check-in thus reduces some burden from the airport or airline check-in agent.

Most airports also allow passengers to self-check-in by a kiosk machine.

Step by step information for passengers:

- Find a kiosk check-in machine;
- Supply the machine with details from your passport and your ticket;
- If the machine allows it, you can choose your seat on the plane, or the system will automatically assign you a seat;
- Take the printed boarding pass;
- Apply bag tags and drop it at the bag drop-off counter.

Passengers taking advantage of the off-airport check-in do not need to queue in line to be checked-in again, instead they can head straight for the security screening and immigration.

Security screening

Security screening can be a nuisance, but it is something that needs to be accepted to enable a safe and secure flight for all passengers. Unfortunately, security screening cannot be ignored but there are certain things which could be adopted to speed up the time spent at a screening point.

1. **Check with the airline for the provision of Powder, Liquids, Aerosol and Gels (PLAGs)**
   Frequent travelers may be aware of this requirement, but inexperienced or new travelers may show up with bottles of water, and other liquids exceeding the required amount in their carry-on bags. When this happens, the security officer has to physically examine the bag, and confiscate the bottle, thus slowing the queue at security screening point.

   Also instead of wasting time digging through the carry-on for PLAGs individually, putting PLAGs in into a clear resealable plastic bag will save time if incase your bag is selected for physical examination.

2. **Dress smartly**
   Ensure to wear clothes that are not too heavy. Wear shoes that can be quickly removed and then put back on. Avoid wearing too much jewelry as more time will be required to take them off and put them on again after screening.

3. **Don't make jokes about bombs**
   Making jokes about the national security especially in relation the airport or airline can get in people into trouble. There have been cases of passengers being arrested joking about explosives or bombs during check-in or while undergoing security screening.

Jokes maybe funny or harmless, but security and safety of people is the priority.

Ensure to be kind and co-operative when at the airport to have a smooth passage to the aircraft ■

Bomb Threats

NOT A JOKE !

There have been cases of passengers being arrested for making threats about explosives or bombs in their possession during check-in or while undergoing security screening.

Under the Civil Aviation (Security) Act 1994, **it is an offence to make a statement by which the safety and security of passengers, crew, ground personnel and the general public are at risk.**

Any person convicted under Civil Aviation (Security) Act 1994 is liable to a fine not exceeding $20,000 or to imprisonment for seven years, or both.

Bomb threats are unpredictable, there is no exception as to who can receive it. When bomb threats are received, and it is found out that is was a hoax or a joke, it makes matters even worse. Airports and airlines usually fall victims for this jokes the most.

Something that is not thought about when bomb jokes are cracked, is that the person or the organization receiving the bomb threat is put into a situation that can arise fear, panic, confusion and disruption to the service being provided. A hoax bomb call at an airport can cause the evacuation of an airport. And delay flight scheduled for departure or arrival.

What some people think of as an innocent joke can be very costly in terms of time lost and all the personnel who have to respond to it. ■

What if a bomb threat is not taken seriously

If there is a increase in the number of bomb jokes or hoax bomb threat, situations can arise when a real bomb threat is present and the receiving of the threat will not report it to the relevant authorities which will put lives of many at risk.

Motives

While for many cracking bomb jokes can be humorous, others are motived due to:

- anger,
- manipulation,
- aggression,
- retaliation .
- fantasy,
- psychotic distortion,
- ideology,

REMEMBER

"Jokes maybe funny or harmless, but security and safety of people is the priority"

AVIATION SAFETY

Sector Works Together To Respond To TC Harold

PORT VILA, Vanuatu:

The Pacific Aviation Safety Office (PASO) and the Civil Aviation Authority of Vanuatu (CAAV) are working together with Vanuatu's civil aviation operators to ensure Vanuatu's commercial chartered aircraft are meeting international airworthiness safety standards as they respond to Tropical Cyclone Harold.

"PASO is currently providing technical expertise to CAAV to assist with airworthiness certificates renewals for commercial chartered operators' aircraft that have had major maintenance carried out," said PASO Operations Manager, Mr. Netava Waqa.

"These commercial aircraft are vital to Vanuatu's current emergency Tropical Cyclone Harold relief response and PASO's technical aviation safety oversight will enable the CAAV to properly assess and certify that these aircrafts can safely return to the air to help Vanuatu's communities."

"PASO and CAAV are cooperating to carry out meticulous inspections of aircraft operators' maintenance records to ensure aircraft have been maintained fully in accordance with the required standards and are therefore, safe to operate to carry passengers," said Mr. Waqa.

Vanuatu's commercial chartered operators are a critical component of the Pacific nation's current emergency response to the devasting impacts of Easter Sunday's Tropical Cyclone Harold in the northern provinces of the nation.

With Vanuatu in a self-imposed COVID-19 locked down, foreign aid is restricted to the transport of emergency supplies to the capital Port Vila. The Pacific nation is relying on locally based, commercial chartered operators to reach Vanuatu's network of small remote airports to transport emergency supplies onto impacted remote communities across the wide geographical area affected by the natural disaster.

Commercial chartered aircraft are in demand to carry out impact assessments, transport critical relief equipment and emergency supplies, and medivac retrievals of critically injured patients on behalf of the Vanuatu government, aid donors, and private citizens. Vanuatu has five commercial chartered operators which have around 20 domestic aircraft servicing the country.

"We are really pleased to support the strong work of the Civil Aviation Authority of Vanuatu to get these planes back into the skies to help Vanuatu. We are also very pleased to be able to support Vanuatu's local operators who provide an essential service," said PASO's General Manager, Mr. Andrew Valentine.

"One such operator has an aircraft that was previously a victim of Tropical Cyclone Pam in 2015. It was so badly damaged it was rendered unserviceable. Now this aircraft has been repaired in accordance with approved aviation standards by the operator, and CAAV and PASO are in the process of confirming its airworthiness status so the aircraft can take to the skies again."

Mr. Valentine said, "We are appreciative of the New Zealand Government's financial support to enable PASO to provide a highly specialised aviation technical advisor to strengthen CAAV's efforts".

Despite the Advisor being currently based in New Zealand due to the current COVID-19 travel restrictions, PASO has been using innovative ICT technology to continue to provide much needed regulatory services to Vanuatu. PASO is now looking to provide these services remotely to other PASO Pacific Member States.

"The Civil Aviation Authority of Vanuatu (CAAV) appreciates and acknowledges PASO management for recognising the urgent need for continued regulatory compliance during these unprecedented times brought about by COVID-19 and Tropical Cyclone Harold," said the Director of CAAV, Ms. Jackie Langati Trief.

"We also acknowledge the New Zealand Government's assistance to enable technical support to facilitate regulatory compliance to the aviation industry in Vanuatu."

While the CAAV are the lead agency for air safety and security compliance in Vanuatu, it is the role of PASO to support and strengthen CAAV's and other Pacific Member States civil aviation requirements.

PASO, which is hosted by the Republic of Vanuatu in Port Vila, was created by the 10 Member States of the PICASST treaty to provide specialized regulatory aviation safety oversight services and capacity building to their respective National Civil Aviation Authorities.

Mr. Valentine said, "Achieving compliance with required International Civil Aviation Office (ICAO) Standards and Recommended Practices (SARPs) for aerodromes, air navigation services, airworthiness, aviation security, flight operations and personnel licencing is an absolute necessity for Pacific governments to ensure their civil aviation industry can operate safely."

"PASO plays a critical role in delivering aviation safety and security for the Pacific," concluded Mr. Valentine.■

Walking For Health

and

"NCD's and the GP"

Walking is Nature's Magical Drug. This term was coined by late Jogindar Singh Kanwal, a prominent author and well known personality of Ba who died at the age of 89 yrs . He was the former Principal of Khalsa High School.

Jogindar has written many books (Fiction and Non Fiction) in Hindi and English and published a book on "Walking, Nature's Magical Drug".

Jogindar walked daily and he studied extensively to complete this book on walking. He had put in a lot of time and effort in researching and compiling articles for this book. Written concisely, in depth, authoritatively and yet in very simple language for anyone to understand the immeasurable benefits that can be derived from this masterpiece and marvellous piece of work.

It's now universally accepted and gospel truth that walking is the best exercise recommended by all the experts.

Walking is the most underrated form of exercise. Studies have shown impressive mental and physical benefits.

Walking is an effective physical activity and as good as a work out in a gym and even better than running.

Walking can help you reach your fitness and weight loss goals if you are overweight or obese.

Walking improves fitness, cardiac health, alleviates depression and fatigue, improves mood, less strain on your joints, prevents weight gain, reduces risk for cancers and chronic diseases, improves endurance, circulation and posture.

Many in our midst have started walking, either in the morning or afternoon. CAAF compound is quite popular and attractive area for walkers.

Unfortunately though these walkers don't seem to be "walking for health". Many, and almost 95 % of them, walk rather too clumsily, slowly and awkwardly. Their efforts are therefore totally wasted and it's better for them to devote time in the gardens or kitchens !

One needs to adopt the correct attitude and technique, walk briskly but without tiring. Simple adjustments, outlook, attitude and posture needs to be adopted whilst walking briskly that will be far more beneficial for good health and longevity. Pace yourself so that you can still talk without puffing and walking with others makes it enjoyable and sociable.

Walking is a gentle low impact aerobic exercise as against running or jogging which is high impact aerobic exercise. Running or jogging has drawbacks in the long term with various potential injuries to the feet, ankles, legs and back. Stresses and strains, including sprains are common amongst runners as well stress fractures. Running is perhaps best for the younger age groups but walking is easy, free and suitable for all age groups and most abilities.

No one is in a better position to advocate and emphasise the immense value of regular exercises than the General Practitioner (GP). Every consultation at GP level is an opportune time to study the pattern of exercises if any and this fact driven home.

On many occasions we hear from our patients (when prodded on exercises) that they can't find the time for any form of exercise. The great soul Mahatma Gandhi had this to say "***No matter what amount of work one has, one should always find time for exercise, just as one does for one's meal. It's my humble opinion that, far from taking time away from one's capacity for work, it adds to it" .***

Patients have to be motivated to exercise regularly, daily if possible. 30 minutes of walking daily is all they need that can be achieved with a bit of discipline, without excuses, either in the morning or afternoon.

The prevalence of Non Communicable Diseases (NCD's) in our community is staggering or alarmingly high which is largely attributed to lack of exercise. The high prevalence rate of Diabetes Mellitus, Hypertension, Obesity, Stroke and IHD's contributes to more than 80% of deaths in our community. We need to arrest and reverse this trend. Smoking habits is just as bad a risk factor for IHD's apart from Stroke and Cancers.

Sports today plays a significant role in our society which obviously augurs well. Fiji has produced many first class sportsmen and sportswomen.

Sports is the most important tool for the prevention and control of NCD's so let's continue to talk daily to our patients to adopt any sports they would prefer but by and large most should adopt walking as the preferred choice but mind you walking attitude must be correctly adopted or applied, otherwise a waste of time or effort waisted and you never reap the benefits.

One can easily browse the internet for information and advise (with graphics) on the best attitude and technique to be adopted in **"walking for health, natures magical drug"** ■

(Article by Dr Ram Raju)

The Australian Society of Aerospace Medicine

Annual Conference Report

Held on 19th to 22nd September 2019 l Venue: The Westin Sydney

It was an extremely well organised conference with over 700 delegates. The welcome reception was held on 19th September 2019 when we all met out fellow colleagues and collected our registration cards and satchels.

There were numerous lectures, plenary sessions & workshops, some divided into two sections running concurrently so we had to juggle & attend the most relevant topics.

The Right Stuff: *"Curse of the Modern Pilot"* by Captain Dave Fielding kick stated the scientific sessions. This was an enlightening topic dwelling on pilot's expectations of stresses. The "Right stuff" includes decisiveness, emotional strength, high achievement, independent solving, the ability to deal with stress and the ability to set and maintain high personal standards. Mental well-being was the focus of this presentation.

The tragic German wings accident of 2015 and subsequent development of Pilot Peer Support Program (PPSP) is being set up in Europe and elsewhere. This will have a major impact in the field of Flight Safety.

Five DAME's from Fiji, namely R. P. S. Gounder, K. Nadan, I. Biumaitotoya, K. Gounder and R. Raju At the Australian Society of Aerospace Medicine Annual Conference 2019

ASAM 2020 Annual Conference

Was supposed to be held in Hobart in September is now being cancelled due to COVID-19.

There were numerous other interesting papers but I will present a summary of only four that were most interesting to me:

1. ***Preventing and reversing chronic disease without medication*** by Dr Germaine Gock. Can the food we eat be used as medicine rather than prescribing drugs as most often we do. Vegetarian diet and its benefits largely presented and advocated for a host of chronic disease.

2. ***The A380 Captain with Shakes*** by Dr Rusell Brown. An interesting case of ***Parkinson's disease*** was presented which is the 2nd most common progressive neurodegenerative disorder. It reminded us of the two cases seen recently in Fiji and difficulties encountered in their assessment.

3. ***Pilot Incapacitation*** by Greg Hodd, Jeffrey Brock and Robert Liddell. An increase of Pilot Incapacitation has been reported with varying reasons. Incapacitation can take many forms, varying from complete physical to subtle mental performance.

4. ***HIMS in Australia: Substance use disorder resources for Pilots*** by Capt Laurie Shaw. This Human Intervention Motivation Study (HIMS) is a drug and alcohol prevention and rehabilitation program. Introduced lately industrial (from USA) through the efforts of pilots, unions, airlines, addiction medicine specialist and supported by CASA. Substance use disorders are complex and multifaceted. The presentation provided an understanding on how HIMS works and how pilots are connected with resources to assist them in their recovery and journey back to the cockpit. ■

(ASAM Report by Dr Ram Raju)

Notice of Change in CAAF Office Hours

NEW OFFICE Opening Hours:

MONDAY-THURSDAY : 8:00am to 5:00pm

FRIDAY-SUNDAY : CLOSED

ISO 9001:2015 CERTIFIED

Civil Aviation Authority of Fiji