

# **Summary of Consultation on Proposed Regulation / Standards Changes**

[Standards Document – Instrument Flight Procedure (SD-IFP)]

25 July 2025

#### 1. Purpose of the Proposed Change

Aside from the CAAF Rebranding initiative of 2024, this update to the Standards Document for Instrument Flight Procedures (SD-IFP) focuses on elevating Fiji's standards to align with international best practices, specifically those outlined in ICAO Document 10068. A key driver for this revision is the targeted resolution of numerous International Civil Aviation Organisation (ICAO) Universal Safety Oversight Audit Programme (USOAP) Protocol Questions (PQs), including unsatisfactory findings identified during the 2019-2022 audit cycle, and other outstanding IFP-related PQs. Furthermore, the update introduces three distinct certification categories—IFP Service Provider, IFP Independent Reviewer, and IFP Designer—each with its own specific responsibilities. This is supported by revised qualifications, training, and experience requirements for personnel, ensuring a more robust and clearly defined standard of competency for everyone involved in the IFP lifecycle.

Procedurally, the update mandates greater integrity throughout the design, monitoring and maintenance process. It introduces detailed new processes for design, independent review, validation, and data management, underscored by the required use of comprehensive checklists at every stage. Safety management is also significantly enhanced, with formalised risk assessment protocols now required for Performance-Based Navigation (PBN) procedures and when using older obstacle data. These changes are supported by numerous new appendices and forms, providing a comprehensive toolkit to ensure the safety, accuracy, and consistency of all flight procedures in Fiji's airspace.

#### 2. Background of the proposed change

The Standards Document for Instrument Flight Procedure (SD-IFP) forms a key part of the Civil Aviation Authority of Fiji's (CAAF) three-tier regulatory system, which is designed to ensure compliance with ICAO standards and practices. Mandated by the Civil Aviation Reform Act of 1999, the Authority first produced standards for flight procedure design in the first edition in 2017. This was followed by a second edition effective from May 2019, which included various amendments to the preface and appendices. The current proposed change introduces the third edition of the document, which constitutes a significant revision driven by the need to align Fiji standards with the specific international framework detailed in ICAO Document 10068. This has necessitated a comprehensive update to the requirements, most notably those concerning the training, experience, and certification for the distinct roles of IFP Designer and Independent Reviewer, with a proposed applicable date of 10 July 2025.

#### 3. Summary of Consultation (include summary of comments/feedback received).

The SD-IFP was reviewed with the IFP team from Fiji Airports and Consultant from JICA. The review was conducted from the 12th through to the 28th of February 2025 at the GSD Meeting Room.

The objective of the review was to align the document applicable to the Fiji context as the existing document was oriented towards a NZ setup. The following areas were looked at:

- a) Provisions of flight validation to be relevant to what we wanted to do here in Fiji.
- b) Provisions of ICAO Doc 10068



- c) Application forms for designers and independent reviewer
- d) Requirement for designers to undergo CAAF test prior to certification
- e) Application Forms for designers and reviewers
- f) Qualification for Flight validation pilots
- g) Provisions to address protocol questions

The formal industry-consultation was conducted over the period 07 July 2025 to the 25 July 2025. A reminder for the submission of feedback was sent on the 25 July 2025.

The Accountable Office, Mr. Amit Singh, General Manager ATM for Fiji Airports Limited, responded via the QA109 Form that the proposal was "Not acceptable but would be acceptable if changes were made".

Subsequent edits were completed to incorporate the edits proposed by Fiji Airports Limited. These are highlighted in shaded grey in the Final Draft of the SD-IFP, Edition 3.0.



### APPENDIX – FEEDBACK RECEIVED



## Consultation Response Form

QA 109

Section 1. To be completed	prior to distribution	
1. ICAO Reference:	2. Subject Matter:	3. Date Received:
Not Applicable	SD-IFP Edition 3 - Aug 2025	7/7/25
4. Response Required by:	5. Register	#:
25 July 2025		
Section 2: To be completed	by industry	
6. <u>Name:</u>	7. Position:	8. <u>Email:</u>
Amit Singh	GM ATM	amits@fijiairports.com.fj
9. Organisation:	-	
Fiji Airports Limited		
Fiji Airports Limited  10. Please make a select Proposal is Acceptable Not accepta No opinion  11. Comments: (use add	acceptable without change but would be improved if changes were able but would be acceptable if changes while under any circumstances	were made
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Please Fax the response to "Manager Legal & Enforcement, CAAF" on 6721500 or email to <a href="mailto:Manager.Legal&Enforcement@caaf.org.fj">Manager.Legal&Enforcement@caaf.org.fj</a>.

Form QA 109 – Consultation Response Form Rev: 020822

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